RAILFAN & RAILROAD

48760 Printed in U.S.A. CANADA $5.50

Transtar's steel-hauling railroads

Also:

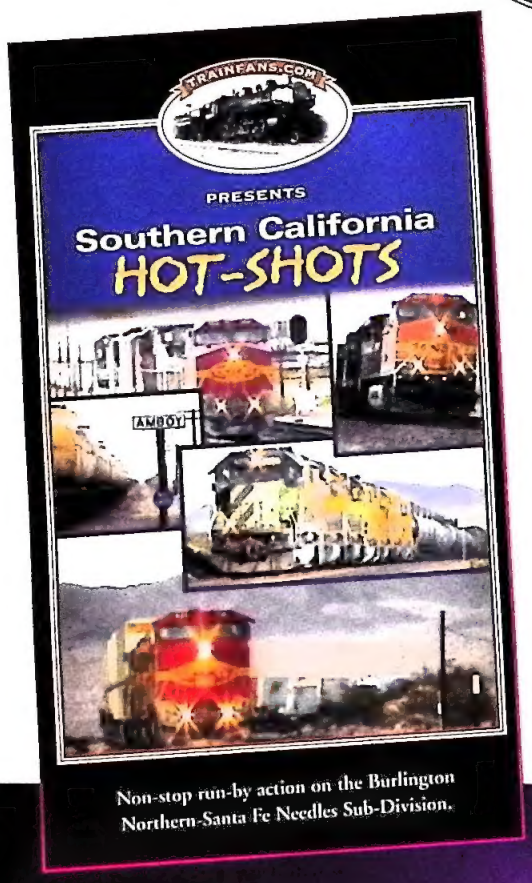
Berkeley to South Bend in 1950

Operations in the Port of Tacoma

RICH BORKOWSKI, Jr.

0 09128 48760 1

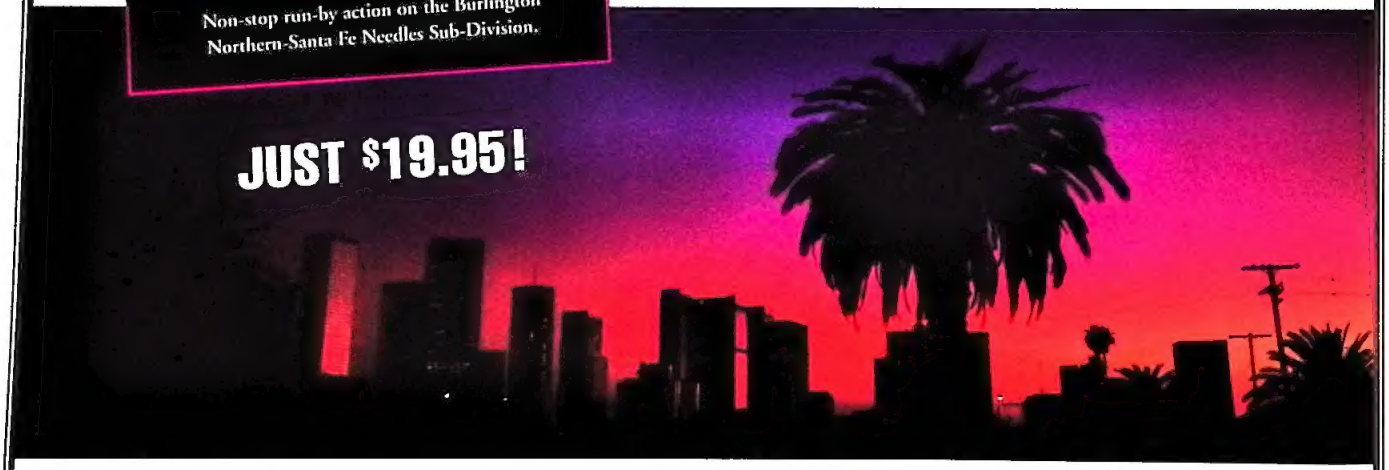
TRAINFANS, INC.



Warm up with a hot new release!

Southern California Hot-Shots

Southern California Hot-Shots features the busy and colorful BNSF Needles Subdivision and gives a thorough trackside tour of the many accessible places along this fast, scenic, and exotic piece of mainline railroad. We explore the line from Hinkley Road west of Barstow (which is on the Cajon Subdivision) east to Cadiz stopping at Barstow, Daggett, Minneola, Newberry, Hector, Pisgah, Ludlow, Siberia, Bagdad, Amboy, and Saltus. Lots of color with SF yellow and blue, warbonnet, BN green, and BNSF's dazzling Heritage 1 and Heritage 2 paint schemes — which look spectacular!
One Hour — Full Color, Sound & Narration.



JUST $19.95!

Visit our website at www.trainfans.com for a complete list of our videotape and photo inventory!

ORDER ONLINE!
www.trainfans.com

Gift Certificates Available!

ORDER TOLL FREE!
1-800-258-4546

POSTAGE & HANDLING—US & Canada: Add $3.00 for one tape and $1.00 for each additional.
International: Please add an additional $10.00 per order. NJ Residents: Please add 6% State Sales Tax.

CALL OR WRITE FOR A FREE CATALOG!

ALL ORDERS FULFILLED WITHIN ONE DAY!

TOLL FREE 1-800-258-4546 • WWW.TRAINFANS.COM • 83 PRINCETON AVE, 3RD FLOOR, HOPEWELL, NJ 08525 • 609-466-0880

RAILFAN & RAILROAD®

Contents

APRIL 2001 / VOLUME 20 NUMBER 4 RAILROAD / founded 1906 / volume 123 number 1

Features

6 Rollin' Down the River *by James H. Boeger*
There's a lot of railroad action along the upper Mississippi.

30 The Valley-Lake Connection *by Rich Borkowski, Jr.*
Bessemer & Lake Erie and Union Railroad still move the steel industry.

40 Tacoma Rail Today *by David J. Cantlin*
Serving the Port of Tacoma and a shred of the Milwaukee Road.

46 Berkeley to South Bend and Back — 1950 *by John C. Illman*
A railfan's cross-country quest for a new Studebaker.

In Focus/news-feature
10 PCC Curtain Call in New Jersey *by Steve Barry*
20 Western Maryland Winter Weekend *by Steve Barry*

Departments

4 Publisher's Desk/commentary *by Hal Carstens*
11 Fanmail/letters from readers
12 Timetable/railfan events guide
16 Lineside Legacy/preservation news *by Jeff Terry*
22 Railroadiana/product news and reviews
24 Videos/videotape reviews
26 Railnews/news stories and photos
52 Book Depot/railroad book mart
54 On The Menu/dining by rail *by James Porterfield*
55 Railfun/cartoon by Curt Katz
58 Transit Currents/transit news *by George M. Smerk*
60 Museum & Tourist Line Directory
62 Drury on Board/commentary *by George H. Drury*
63 Markers/editorial commentary
63 Railfanning Is/humor
65 Advertising Index/the railfan marketplace
66 Final Frame

on the cover

Bessemer & Lake Erie SD40-3 No.906 leads a train of Minnesota iron ore from the Conneaut docks south through Oneida, Pennsylvania on July 11, 2000. Rich Borkowski, Jr. tells the story of Transtar's Pennsylvania steel-hauling railroads, the Bessemer, the Union and the McKeesport Connecting, starting on page 30. Photograph by Rich Borkowski, Jr.

Publisher's Desk

Farewell to the Bel-Del

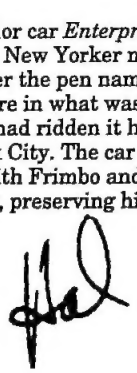
FOR A SHORT WHILE, back around World War I, you could board the crack *Federal Express* in Boston, rumble across the Hudson River on the Poughkeepsie bridge, ride Lehigh & Hudson River trackage to Phillipsburg, New Jersey, and then the Bel-Del to Trenton and Washington. The Pennsy's Bel-Del line skirted the east bank of the historic Delaware River in New Jersey. During Conrail days, the stretch from Trenton north to Lambertville was pulled up. Now it was time to abandon the tracks from Lambertville to the JCP&L Gilbert generating plant where yellow center cab switcher No.1 shoved loads of coal around. The power plant would be served by Conrail from Phillipsburg on the remaining Bel-Del spur, later to become the Belvedere & Delaware subsidiary of the Black River & Western.

Nearly 25 years ago, in April 1977, I drove down to Flemington, N. J., for the last run of the Bel-Del . Flemington's courthouse became famous when the Lindbergh trial was held here. The weather was perfect for Kodachrome and super 8 sound film, and for once the batteries had enough charge to record the sound. Video cameras were still some years in the future. Flemington became a shopping hub with its Turntable Junction and Liberty Village and automobile sales center. It is also the passenger terminal of the Black River & Western, a one time Pennsy branch which runs to Lambertville, which we would ride on the first leg of our trip. Our special four car train ran to Lambertville behind former Great Western Railway No.60, an Alco 2-8-0 built in 1937. There was no stop at Ringoes where the BR&W stores and services its equipment. Ringoes is a great place to shoot up a roll of color film on rare old equipment.

Lambertville is located on the Delaware River, connected by a vehicle bridge with New Hope, Pennsylvania, home of the New Hope & Ivyland Railroad. The big old stone station had all its windows boarded up and would later be converted into a popular restaurant. Another reminder of old-time transportation here is the canal, which once served Trenton. At Lambertville, we disconnected from No.60 and coupled up to BR&W No. 57, a former Washington Terminal Alco switcher in green garb but with a bright BR&W herald.

Leaving Lambertville, our train loped gently on the single track along the rural countryside, paralleling the Delaware River. We passed small stations such as Stockton, Frenchtown, Milford and Riegelsville in an area noted for farms, restaurants and country inns. We passed an early Roebling suspension bridge crossing the Delaware at Riegelsville. On one siding were two privately owned Pullman cars. We stopped for a lunch break; a delicious buffet was set up in one of the cars. Our train then continued on to Phillipsburg, site of the proposed New Jersey Railroad & Transportation Museum, and the L&HR's Hudson Yard. Our train then backed onto the L&HR bridge crossing the Delaware, into Easton, where we crossed onto Lehigh Valley tracks for the return to Flemington via Three Bridges.

On the return I sat in the Pennsy parlor car *Enterprise,* with one of the great railfans of yesteryear — New Yorker magazine writer Rogers Whitaker, who wrote under the pen name of E.M. Frimbo. Rogers told me that we were in what was probably his favorite railroad car, as he had ridden it hundreds of times while commuting into New York City. The car was still in great shape. I enjoyed chatting with Frimbo and was glad that the sound camera was working, preserving his words for posterity.



RAILFAN & RAILROAD.

Carstens Publications
Newton, New Jersey 07860

www.carstens-publications.com
www.railfan.com

Publisher *Harold H. Carstens*

Managing Editor *E. Steven Barry*

Associate Editor *Walter C. Lankenau*

Editorial Secretary *Maureen Frazer*

Traction Columnist *George M. Smerk*

Menu Columnist *James D. Porterfield*

Traction Publications Columnist *Joe L. Diaz*

Preservation Columnist *Jeffrey D. Terry*

Columnist *Thomas D. Dressler*

Columnist *George H. Drury*

Cartoonist *Curtis L. Katz*

Director of Advertising *John A. Earley*

Advertising Sales Manager *Pieter Uptegrove*

Advertising Production Manager *Larry Deitch*

Art & Advertising Production *Tammy J. Havens*

Editorial Assistant *Genie C. Barry*

Assistant to the Publisher *Phyllis M. Carstens*

Editor Emeritus *James A. Boyd*

Circulation Manager *Henry R. Carstens*

Circulation *Yvonne Caporaso*

Advertising Secretary *Mary Ann Lengle*

Reader Service *Lynn Thomas*

Dealer Service *Cathy Streeter*

Shipping Manager *John Loux*

RAILFAN & RAILROAD (ISSN 0163-7266) is published monthly by Carstens Publications, Inc., 108 Phil Hardin Road, Fredon Township, (P.O. Box 700), Newton, New Jersey 07860-0700. Phone 973/383-3355. Harold H. Carstens, President; Henry R. Carstens, Vice President; Phyllis M. Carstens, Secretary-Treasurer. Periodical Postage paid at Newton, NJ 07860 and additional mailing offices.

POSTMASTER: Send address changes to RAILFAN & RAILROAD, P.O. Box 700, Newton, NJ 07860-0700.

Copyright © 2000 by Carstens Publications, Inc. Printed in U.S.A.

Canadian GST #124725060.

SUBSCRIPTIONS: U.S.A. and possessions: $29.95 per year, $57.00 for two years, $82.50 for three years. Canadian (includes GST) & Foreign: $39.95 for one year, $77.00 for two years and $112.50 for three years. All communications regarding subscriptions and change of address should be sent to Circulation Manager, RAILFAN & RAILROAD, P.O. Box 700, Newton, NJ 07860. Please allow six to eight weeks for change of address.

CONTRIBUTIONS: Articles and photographs are welcome. Contributors are advised to keep a copy of their manuscripts and illustrations. When requested, we will endeavor to return all material in good condition if accompanied by return postage. Payment is normally made upon publication. The contents of this magazine may not be reprinted without written permission of the publisher.

ADVERTISING: Advertising offices: RAILFAN & RAILROAD, P.O. Box 700, Newton, NJ 07860-0700. Phone: 973/383-3355. FAX: 973/383-4064.

Green Frog's

Year 2000 Video Releases!

Call Toll Free
1-800-227-1336

$29.95 $29.95 $29.95 $24.95 $29.95 $29.95 $29.95 $29.95

Check out some of our latest video releases from last year!

You can order these videos by calling our 1-800 number or by ordering from our free monthly catalog... (Froggy News) or check out our website and place your order on-line through our secure on-line ordering system! You can also get *Free Shipping* for orders placed on our website in the U.S.! The videos to the right are priced from $19.95 to $29.95 each.

For a complete description of these videos and more call or write for our latest catalog!

You can also print out a full color version of our catalog on-line...

Look for discount coupons on our website!

www.greenfrog.com

$19.95 $29.95 $29.95 $29.95

Also now available!

2 *new video releases* for 2001

Building Durango -Part 2....# 53194
BNSF Tracks of the Goat... # 53195

Only *$29.95* each + s&h

Shipping & Handling:

1 tape $5.00 Each Additional $1.00...Canada: 1 tape $6.00 Each Additional $1.00...
Tapes in U.S. shipped Priority Mail. Please Allow 2 to 4 weeks for delivery!

Call Toll Free **1-800-227-1336** If ordering by mail send check or money order to:

Green Frog Productions Ltd.
Suite 40 - 419 - 4880 Lower Roswell Rd. Marietta, GA. 30068

Regular hours: 8am to 5pm Mon-Fri and 24 hour automated ordering after hours

Website-greenfrog.com Check out Green Frog's awesome Web Site!

*LIVE AUDIO, *TRAIN PICTURES, *DOWNLOADABLE CATALOG, * SECURE ORDERING SYSTEM to place your order on-line! Lookup "greenfrog.com" on your computer today!

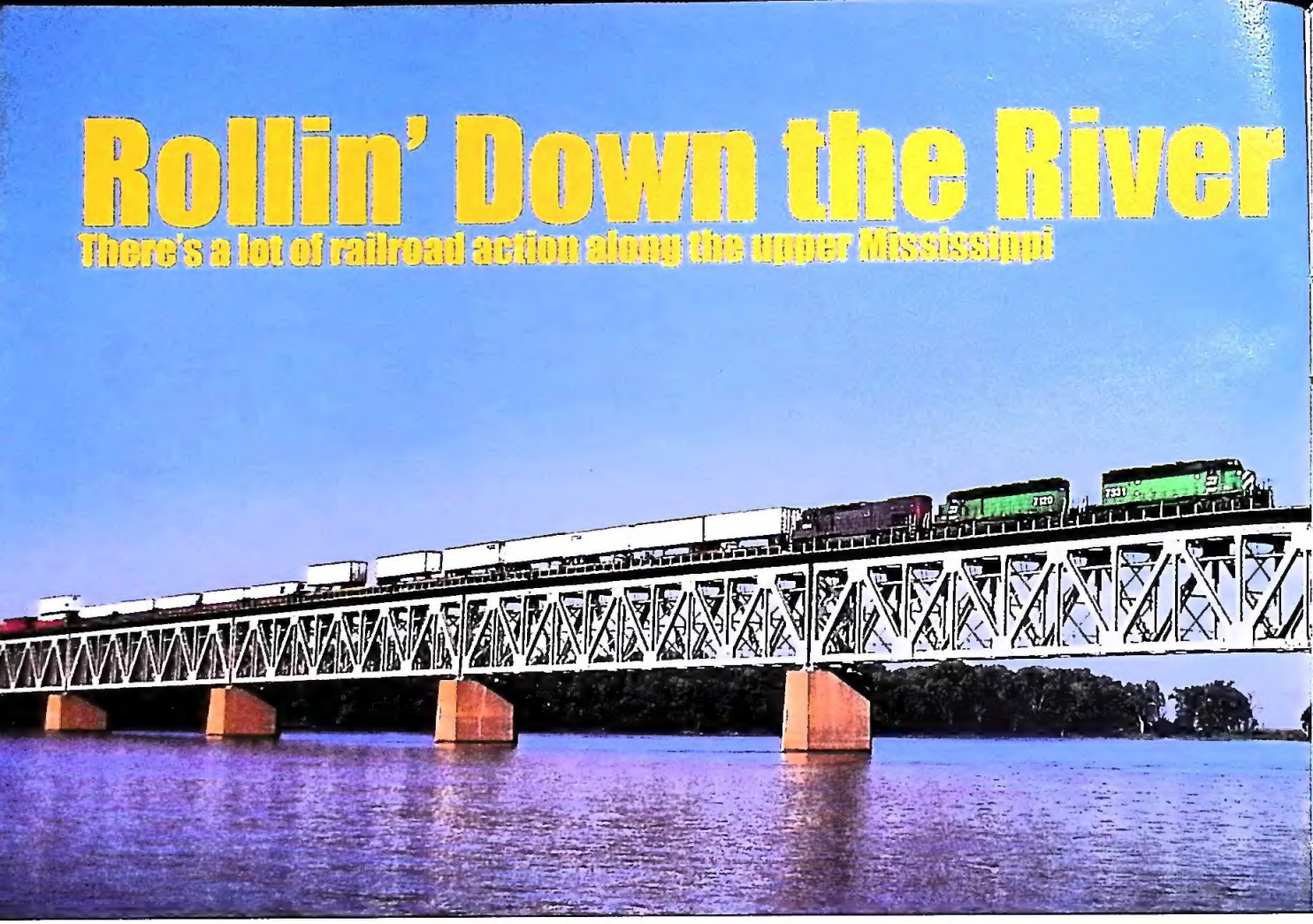
FREE SHIPPING BY PRIORITY MAIL...U.S. Only!
"Only For Orders Placed On Our Web Site!"

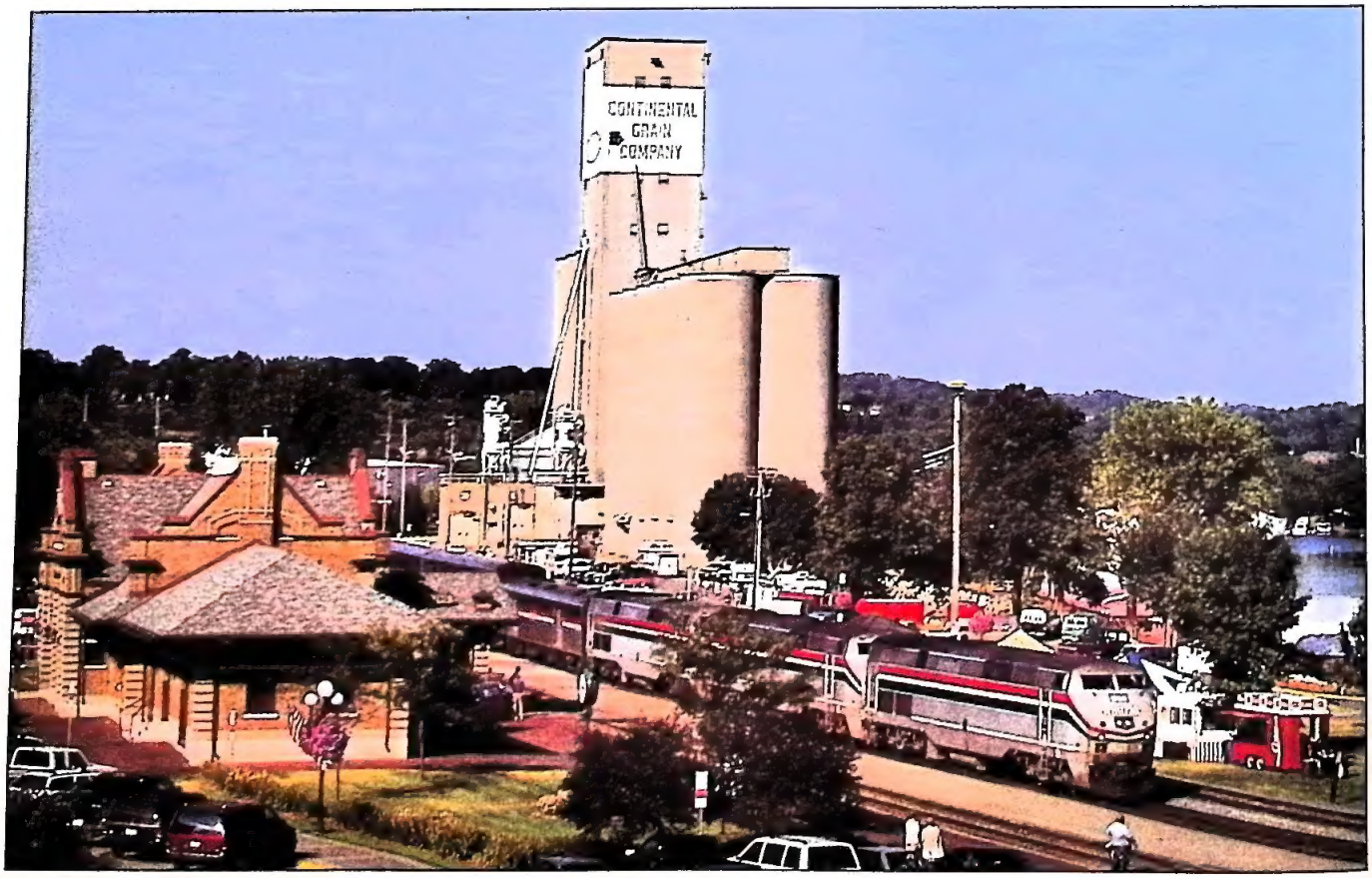
GREEN FROG PRODUCTIONS, LTD

OVER 400 RAILROAD PRODUCTS AVAILABLE ON OUR WEBSITE!

Rollin' Down the River

There's a lot of railroad action along the upper Mississippi





ABOVE: **An eastbound BNSF intermodal train with mixed BN and SP power crosses the former Burlington bridge high above the Mississippi at Quincy, Illinois, in September 1995. Passenger trains running up the river's west bank, including the St. Louis-Burlington (Iowa) *Mark Twain Zephyr* and the St. Louis-Minneapolis *Zephyr Rocket* (jointly operated by Burlington and Rock Island) had to cross the river twice at this spot to serve Quincy.** LEFT: **Viewed from atop the municipal parking garage, the Amtrak *Empire Builder* makes its station stop at Red Wing, Minnesota in August 1998.** BELOW: **A BNSF double-stack charges across a causeway near the U.S. Lock and Dam No.8 at Genoa, Wisconsin, in September 2000.**

Article and photography/James H. Boeger

MARK TWAIN COUNTRY is in northern Missouri; Paul Bunyan country is in Minnesota. Both are tied together by the Mississippi River and the railroads. This is my country.

I grew up in Canton, Missouri, within sight of both the mighty Mississippi and the Chicago, Burlington & Quincy's K-line and was fascinated by both. My school's softball field backed up against the tracks, and half the classrooms overlooked the river and the Burlington main. In the sixth grade, I remember anticipating the northbound stainless steel shovelnosed *Mark Twain Zephyr* passing the school just after lunch, slowing for its stop at Canton. This was the tail end of the steam era, and once in a while steam would power the local as it switched the MFA grain elevator. While I greatly enjoyed watching the rail action, it didn't do much to improve my history grades!

Generally, water doesn't like to climb hills, and neither do railroads, if they can help it. Both try to take the path of least resistance on their way across the country. It's not unusual to find a railroad and river sharing the same valley. The combination of water, high bluffs, bridges and tunnels all make for excellent train watching, as well as providing a great backdrop for rail photography. The stretch of the upper Mississippi valley between Hannibal, Missouri, and Red Wing, Minnesota, provides arguably some of the best scenery for rail photography east of the Colorado Rockies.

Along the west bank, usually withing sight of the river, is the BNSF K-line running from Hannibal (and on to St. Louis) to Burlington, Iowa. I&M Rail Link enters the valley at Muscatine, Iowa, and follows it north to La Crescent, Minnesota. From La Crescent north, Canadian Pacific owns the west bank, while the east bank holds the BNSF double track main from Savanna, Illinois, to the Twin Cities.

Bridges and tunnels provide some of my favorite photo locations. The Norfolk Southern tunnel at Hannibal and the Canadian National tunnel at East Dubuque, Iowa, are easily accessible. Bridges span the river at many locations, including NS (ex-Wabash) at Hannibal; BNSF (ex-CB&Q) at Quincy, Illinois; Keokuk Junction (ex-Toledo, Peoria & Western) at Keokuk, Iowa; BNSF (ex-Santa Fe) at Fort Madison, Iowa; BNSF (ex-CB&Q) at Burlington, Iowa; Iowa Interstate (ex-Rock Island) at Davenport, Iowa; Union Pacific (ex-Chicago & North Western) at Clinton, Iowa; I&M Rail Link (ex-Milwaukee) at Savanna, Illinois; Canadian National (ex-Illinois Central) at Dubuque, Iowa; and Canadian Pacific (ex-Milwaukee) at LaCrosse, Wisconsin.

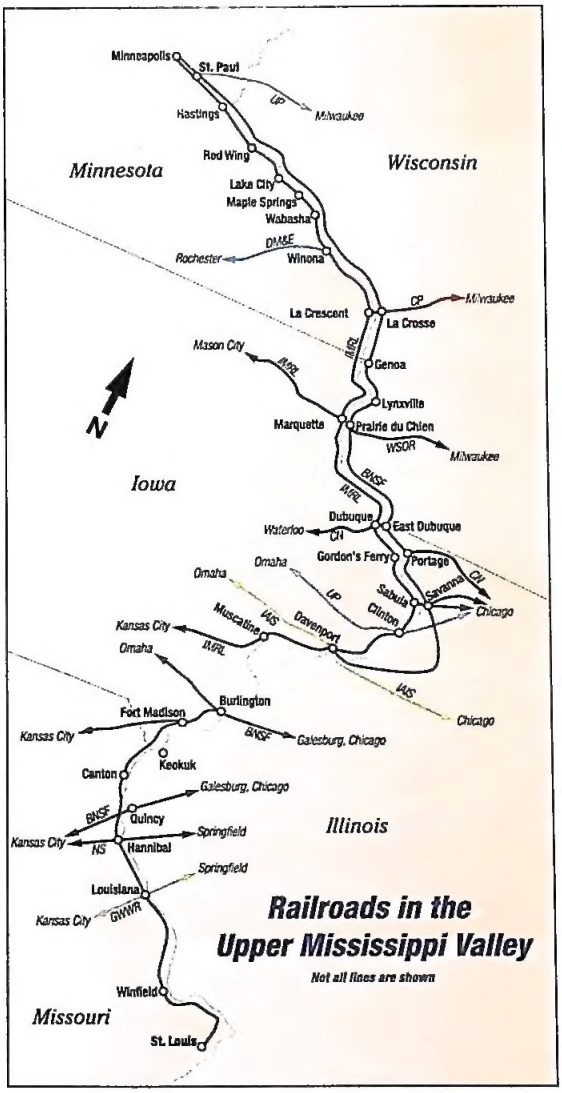
The scenery is fantastic and railroad action is plentiful, but there are distractions. The wind always seems a little colder coming off the frozen river in January and, in early summer, the morning fog often delays shooting until midday. Even then, the typical high humidity of July and August make for hazy distant shots. The stagnant backwaters tend to breed mosquitoes, and don't forget the poison ivy, which seems to love the brushy areas along the tracks.

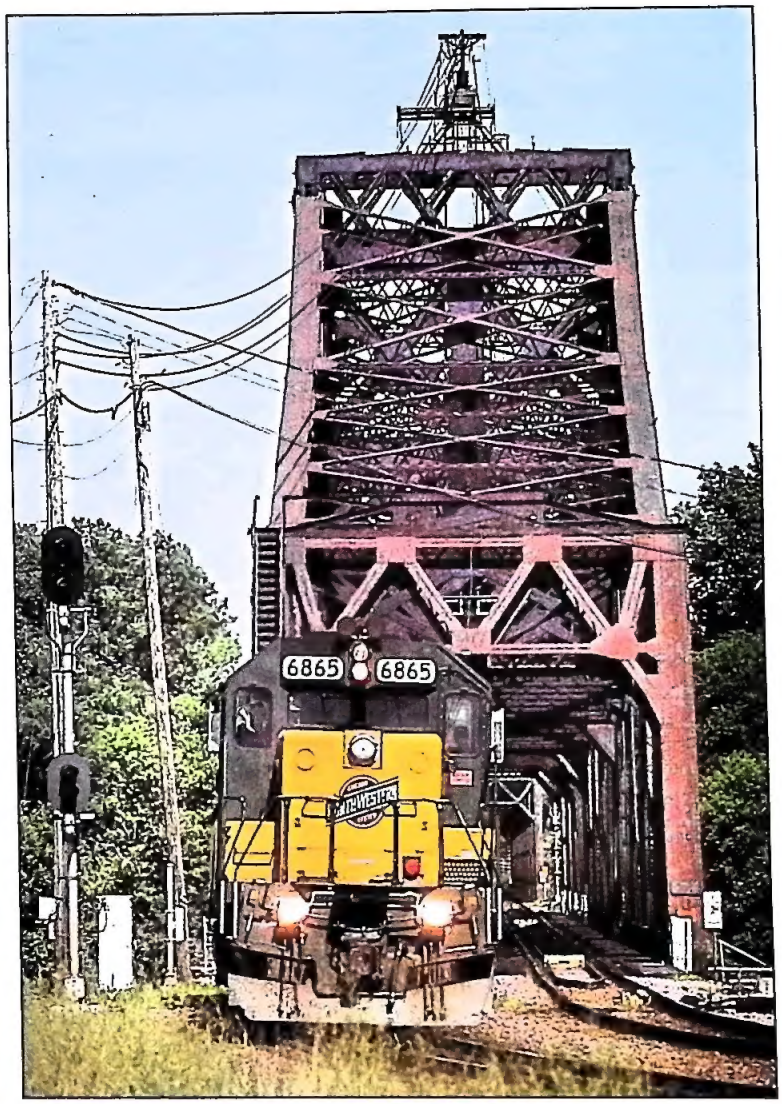
If you haven't gone railfanning in this part of the country before, plan to spend at least a week; the second week in October is my favorite time. And if your family is anything like mine, you'll find plenty of little antiques shops in the quaint river towns to keep "her" busy while you're trackside.

But enough words. Let's let the photographs do the talking.

THIS PAGE, ABOVE: **On the south side of Hannibal, Missouri, Lovers' Leap provides a great train watching location. The BNSF K-line follows the river toward St. Louis, while the Norfolk Southern's former Wabash line to Kansas City crosses on the far bridge.** RIGHT: **An eastbound Canadian Pacific grain train rolls down the west bank near Lake City, Minnesota.** BELOW: **A BNSF double-stack passes a towboat moored near the U.S. Lock and Dam No. 9 at Lynxville, Wisconsin.**

OPPOSITE PAGE, TOP: **An ex-C&NW SD40-2 leads a Union Pacific freight across the former C&NW bridge over the Mississippi at Clinton, Iowa in July 1996.** BOTTOM: **An eastbound Canadian National haulage train on the BNSF runs along the river south of Genoa, Wisconsin, in October 1997. This traffic now moves over Wisconsin Central.**


Minneapolis
St. Paul
UP
Milwaukee
Hastings
Red Wing
Minnesota
Wisconsin
Lake City
Maple Springs
Wabasha
DM&E
Rochester
Winona
CP
Milwaukee
La Crescent
La Crosse
Mason City
IMRL
Genoa
Lynxville
N
Marquette
Prairie du Chien
WSOR
Milwaukee
Iowa
BNSF
IMRL
Dubuque
East Dubuque
Waterloo
CN
Gordon's Ferry
Portage
Omaha
Omaha
UP
Sabula
Savanna
CN
Chicago
Clinton
Muscatine
IAIS
Davenport
Kansas City
IMRL
Omaha
IAIS
Chicago
Fort Madison
Burlington
Kansas City
BNSF
Galesburg, Chicago
Keokuk
Canton
Galesburg, Chicago
BNSF
Quincy
Springfield
Illinois
Kansas City
NS
Hannibal
Springfield
Louisiana
Kansas City
GWWR
Railroads in the
Upper Mississippi Valley
Not all lines are shown
Winfield
Missouri
St. Louis


6865
6865

GOLDEN SPIKE ENTERPRISES INC.
★★★★ Railroad Memorabilia ★★★★
One of the nation's leading dealers in railroad memorabilia offers railroad dining car items, lanterns, and other railroadiana from the glory days of railroading.
Send $2, and large SASE for listing, refundable with purchase
Golden Spike Enterprises Inc. P.O. Box 422
Williamsville, NY 14221 (716)689-9074

Canadian Railway Books
We have now published almost 70 pictorial reviews of Canada's railways. For complete information see our website at: http://www.brmna.com
send a SAE to: Donald Bain, BRMNA
5124 33 St. N.W., Calgary, Alberta, Canada T2L 1V4
or leave a massage on 1-800-340-3108

TRAINS AND TROLLEYS
BY EDGAR T. MEAD
Vol. 1 or 2 - send $25 to Box 292, Etna, NH 03750
Check, MO and V/MC accepted
Dealers, contact Soo-NIPI Publishing, Sunapee, NH 03782

ELECTRO VIDEO
RAILROAD VIDEO SUPERSTORE
The Canadian Source For Titles From
STEEL RIBBONS, VIDEO CLASSICS, TRILLIUM, GPS RAIL INNOVATIONS, GTVP, RAILVIDEO, MacDONALD NEFF, HIGHBALL, SCHOLL, PENTREX, SEARCHLIGHT C. VISION, VIDEO 125, PLETS, & MANY MORE
ALL VIDEOS PRICED IN CANADIAN DOLLARS
Visa, MasterCard, American Express
HUNDREDS OF TITLES IN STOCK -- FREE LIST:
ELECTRO VIDEO, P.O. BOX 24190
LONDON, ONTARIO, CANADA N6H 5C4
Phone 1-888-493-3361 Fax 1-800-244-9908
Web Video Clips: www.trillium-video.com

VISIT OUR WEBSITE AND SAVE!
Unadvertised Specials at Great Low Prices!
Secure OnLine Ordering!
MARK I VIDEO
www.mark1video.com

TWO PHOTOS: STEVE BARRY / JANUARY 2, 2001

PCC curtain call in New Jersey

THE CURTAIN is rapidly descending on the 46-year show featuring one of the last three significant PCC streetcar fleets in the United States. New Jersey Transit, operator of the Newark City Subway, will replace the PCCs (built originally for Minneapolis, but operating in Newark since 1954) with new light rail cars in April 2001. Currently, the subway only operates on weekdays to accomodate weekend track and wire work for the conversion to LRVs. Over 20 PCCs remain in service in Newark, and rush hour finds 16 cars in use on two minute headways over the 4.3-mile line. Scenes such as PCC No.7 laying over at Franklin Avenue loop (**above**) or No.19 passing a three-color signal at Davenport Avenue (**right**) will soon be just a memory, as not only will the PCC's be gone, but the loop will be removed as part of a line extension and the signals are also scheduled for replacement. —*S.B.*

Fanmail

Letters from readers

CSX's historic line in Virginia

The article on CSX on the old Atlantic Coast Line in the February 2001 RAILFAN & RAILROAD had a wealth of details and good photos on that historic and important Virginia line. There are so many trains on the line each day it's a wonder that the whole route isn't double tracked.

A.M. Wellington, in his book *The Economic Theory of Railroad Location,* provided unusual history on the line into Petersburg near the end of the Civil War. The bridge into that city had been destroyed and the construction crews had been ordered to build a new bridge in just a few days. To do this on schedule, a very sharp curve had to be utilized at one end of the bridge. The radius was about 50 feet, nearly as sharp as those on streetcar lines.

The line was put in with standard rails of that era and with double-spiking. Operating employees thought the curve too sharp for operation, so the civil engineer in charge requested the poorest curve-taking locomotive available. The locomotive *The Government* was run over the curve at ten miles an hour and it worked perfectly, to the amazement of most of the railroad staff. The curve was in use for several months until it was replaced.

Unfortunately I lost the book a couple of years ago, so I am depending on memory. Since the book is quite famous maybe someone can come along with supplemental facts.

HENRY KORMAN
LONGVIEW, WASHINGTON

Whistler Northwind update

Here is an update on BC Rail's new Whistler Northwind (profiled in the February 2001 R&R). Beginning in May 2001, northbound passengers ride the train from North Vancouver, British Columbia, to Whistler and overnight. The next day they are taken by motorcoach to Pemberton and rejoin the train to Exeter, near 100 Mile House where they overnight. The third day the train continues to Prince George where the tour ends. Southbound passengers take the train from Prince George to Exeter for 100 Mile House where they overnight. Then it's on to Pemberton, where the train terminates and passengers ride a motorcoach to Whistler. The reason the passengers ride a motorcoach between Whistler and Pemberton is because the latter has a passing siding to store the train and keep the main line clear.

Also, the train will have three dome coaches, two for Panorama Service and one for Summit Service. Panorama Service will have a club car that's rebuilt from a Canadian National coach.

Bet you can't repeat all this with a Tim Horton's doughnut (Canadian breakfast) in your mouth, eh?

TOM SAVIO
VIA THE INTERNET

DeQueen & Eastern's 100th Anniversary

I want to correct a number of errors in the RAILNEWS article on the trips for the DeQueen & Eastern's 100th Anniversary (January 2001 R&R). First off, the dates were September 29th to October 1st (there is no September 31st). The number of trips operated was nine, not six as reported, and most were much longer than stated. On Friday, two trips were run to Provo, Arkansas, each approximately 40 miles in length. On Saturday, another trip to Provo was operated between the Valliant and Perkins trips. On Sunday, three trips were operated to Provo and one to Craig, Oklahoma. Overall, more than 450 miles of trips were run handling almost 1000 riders. Power for these trains was DeQueen & Eastern GP38s D-27 and D-28, both freshly painted and waxed for the event. The passenger cars were all from the Hugo Heritage Railroad (the Kiamichi owns no passenger cars). Kansas City Southern provided their executive train and operated an evening trip to Valliant on Saturday for invited guests.

Southern Appalachia Railway Museum and the Arkansas Railroad Club did more than just staff and promote the trains — they took all the financial risk from the operations, covering costs associated with car leasing and insurance. Additionally, the planning of the train routes was the responsibility of the two organizations because the D&E felt that our experience running trips was more that they had, since it had been 50-plus years since the D&E had operated public trips. The DeQueen & Eastern provided crew and locomotives at no cost in return for our organizations' assistance in planning the event and free tickets for the railroad's employees and families.

As the person responsible for working with the DeQueen & Eastern, let me say that I have never seen a railroad go so out of the way to operate a series of excursions. After almost a year of discussion, the railroad and its employees decided to go all out and schedule an open house of their shop complex, brought in a small children's carnival for entertainment and staged a nice equipment display. I particularly want to thank Don Hogg who worked every trip for the railroad to make sure that everything went smoothly. Photographers will long remember him for cleaning up one photo site as we held the train for the perfect shot.

Every railroad considering allowing an excursion should do so well. The DeQueen & Eastern and its employees did it right.

DR. BARTON JENNINGS
KNOXVILLE, TENNESSEE

R&R WELCOMES letters from readers. Send letters to the editor to RAILFAN & RAILROAD, FANMAIL, P.O. Box 700, Newton, NJ 07860, or via e-mail: *steveb@railfan.com*. We reserve the right to edit for space and style.

The finest in gifts for the railroad enthusiast
RAILROAD GIFTS
Schrader Enterprises, Inc.
230 South Abbe Rd. Dept RR
Fairview, Michigan 48621
Send $2.00 FOR CATALOG

LATEST 2000 LOCOMOTIVE ROSTERS
UP, BNSF, NS, CSX, CN, CP, KCS
+750 ROSTERS OF ALL CURRENT RAILROADS
CALL TOLL FREE
1-877-768-1828

THE DEPOT ATTIC
377 ASHFORD AVENUE.
DOBBS FERRY, NY 10522
"America's Foremost Dealers In Railroad Memorabilia"
BUYING COLLECTIONS, SINGLE ITEMS & ESTATES
LANTERNS, TIMETABLES, KEYS, LOCKS, CHINA, SILVER, BADGES, PASSES, BOOKS, POSTERS, OLD CALENDARS, SIGNS, BROCHURES, HARDWARE, & MUCH MISCELLANEOUS
Offering Authentic Hardware, China & Paper Stores, Mail Order, Shows & Auctions
STORE HOURS: Open Most Weekends 12 Noon to 5
Phone Before Coming (914) 693-5858
PHONE (914) 693-5858

WESTERN PACIFIC
COLOR PICTORIAL - VOLUME ONE
by Adam Clegg

We are proud to announce one of the most colorful railroad books to be produced in years. This first volume features WP steam and early diesel locomotives during the 1940s, '50s & '60s - and all in full color. See rare photos of WP's FTs in their original as delivered green & yellow scheme; then the change to the *California Zephyr* orange and silver colors. See the short lived *Zephyrette* RDC cars, and much more.

Take advantage of our special pre-publication offer. Order before April 1, 2001 at just $40 + $4 s/h. $7 foreign. After April 1, 2001 the price will be $49.95 + $4 s/h.

FOUR WAYS WEST PUBLICATIONS
P O Box 1734
La Mirada, CA 90637
For Credit Card Ordering = Fax 714 / 521-5664
or e-mail your order to Jshine4449@aol.com
Include address MC/Visa card number & exp. date
Dealer orders always welcome!

Full Color 14"x18" prints by Craig Thorpe $25 each plus $5 shipping per order

Amtrak, Empire Builder, Glacier Park
We feature Quality Railroad Prints
BNSF at Crozier-Canyon, AZ
and New Brass Models
CSX Along Mohawk River
UP "Stacks" at Long Beach

Send $2 for 50 page+ illustrated catalog plus vintage ad list and brass list or visit our web catalog:

www.tracksideprints.com

Trackside PRINTS & HOBBIES

Box 690503, Houston, TX 77269-0503

e-mail: JHINK844@aol.com

★ EXCITING NEW VIDEO RELEASE! ★

Located in Eastern Canada the Cartier is the last stronghold of Big Alco diesel power in North America. Their all Alco diesel fleet includes models RS18 and the huge 3,600 horsepower C636's & M636's. Train action includes unit trains of iron ore, timber, & freight, plus a work train & a company passenger train. The scenery is spectacular, as the Cartier's rugged landscape includes: Rock cliffs with tunnels, pine forests, rivers, lakes & waterfalls.

60 Minutes
Beautiful Color & Narration

SPECIAL INTRODUCTORY OFFER!

Only $27.95 Reg. $29.95 Exp. 03/31/01

Plus Shipping & Handling: USA $4 Canada $5
Wisconsin Residents add 5.5% sales tax

PLETS EXPRESS

Call 715-833-8899

P.O. Box 217 Altoona WI 54720

Timetable

Railfan events guide

TIMETABLE listings are published without charge and are run on a space-available basis at the editor's discretion. RAILFAN & RAILROAD accepts no responsibility for date or time errors or cancellations. Notices must be received by the 1st of the month, four months prior to the issue cover date (e.g. January 1 for the April issue). Each issue will be in circulation for the full month preceding its cover date (e.g. April issue available during all of March).

RAILFAN EVENTS

PALESTINE-RUSK, TEXAS, March 2-3. 610 American Railfan Weekend at the Texas State Railroad celebrating the 25th anniversary of the *American Freedom Train* and restoration of T&P 610. Event also celebrates the 100th birthday of T&P 4-6-0 316 plus exhibits, presentations, steam trip with runbys, barbeque dinner and more. Prices start at $76 for coach seating. Event sponsored by North Texas Chapter NRHS and Trinity Valley Railroad Historical Association. For information contact NTC-NRHS, P.O. Box 600304, Dallas, TX 75360-0304 or call Skip Waters at 972/820-6000.

STOCKTON, CALIFORNIA, March 10. Winterail 2001 Railroad Photography Exposition & Railroadiana Show & Sale at the Scottish Rite Masonic Center, 9am-10pm. Scheduled multi-media presenters include Martin Burwash, John Gruber, Greg McDonnell, Dan Munson and more. Tickets $20 from Vic Neves - Winterail 2001, P.O. Box 23721, Oakland, CA 94623-0721.

OAK RIDGE/KNOXVILLE, TENNESSEE, March 23-25. Railroad Photography Weekend sponsored by the Southern Appalachia Railway Museum. Friday evening informal get-together. Saturday activities include morning photo train on the Secret City Scenic, multi-media slide shows in the afternoon (presenters include Steve Barry, David DeVault, Scott Lindsey, Barton Jennings and others), evening barbeque train and night photo session. Sunday trip on the Knoxville & Holston River. Fares are $25 for morning photo train, $35 for evening dinner train (both Saturday trains $50), $40 for Sunday trip, slide shows are free. For tickets write to SARM, P.O. Box 5870, Knoxville, TN 37928.

TRAINS UNLIMITED, TOURS (P.O. Box 1997, Portola, CA 96122; 800/359-4870; *info@trainsunltdtours.com*) will sponsor the following events. Call or write for complete details.

- **March 24,** Tijuana & Tecate Rail Adventure using steam and diesel on the Tijuana & Tecate and San Diego & Arizona Easter. Trip originates in San Diego *(see separate listing).*
- **April 21,** San Diego & Arizona Eastern railfan trip with Black Widow GP9 and SP 4-6-0 *(see separate listing).*
- **May 19-June 1,** Great Canadian Rail Adventure from Vancouver to Jasper and Banff, Cariboo Steam Special, more *(see separate listing).*
- **May 26-28,** Cariboo Steam Special with CPR 2-8-0 3716 from North Vancouver to Kelly Lake, B.C. *(see separate listing).*
- **September 7-19,** Inside Passage, White Pass & Northern Wilderness includes cruising the Inside Passage, plus the Fall Northern Wilderness and White Pass Steam Spectacular listed below.
- **September 10-18,** Fall Northern Wilderness RDC trip over BC Rail from Vancouver.
- **September 15-18,** White Pass Steam Spectacular with chartered double-header on passenger, freight and mixed consists.
- **September 22-29,** New England Fall Colors Rail Adventure in Massachusetts and New Hampshire with eight train rides.
- **September 27-28,** Rio Grande Spectacular charter photo freight on the Cumbres & Toltec Scenic.
- **October 6-8,** Wisconsin Fall Colors Rail Cruise on the Wisconsin & Southern from Waukesha to Prairie du Chien with E-units and dome cars.

SAN DIEGO, CALIFORNIA, March 24. Tijuana & Tecate Rail Adventure. Diesel-powered trip over the Tijuana & Tecate in Mexico, followed by a steam-powered trip with an SP 4-6-0 over the San Diego & Arizona Eastern from Tecate into California. Several photo stops are planned. Prices start at $150 for adults, $74 for children. For more information contact Trains Unlimited, Tours, P.O. Box 1997, Portola, CA 96122; 800/359-4870; *info@trainsunltdtours.com.*

BOSTON, MASSACHUSETTS, April 6-8. Cherry Blossom Special to Washington, D.C., via Amtrak's *Twilight Shoreliner.* Trip departs South Station, Back Bay Station, Route 128 and Providence. Complete package includes lodging, meals and transportation in Washington. Fares start at $300 double occupancy. Information from the Mystic Valley Railway Society, P.O. Box 365486, Hyde Park, MA 02136-0009; 617/361-4445.

CAMAK, GEORGIA, April 7. Railroad Days in downtown Camak, I-20 Exit 165, featuring railroad exhibits and displays, arts & crafts, live music, children's train ride, more. Free admission. For information contact City of Camak City Hall, P.O. Box 24, Camak, GA 30807; 706/465-2332.

BLACK RIVER & WESTERN RAILROAD (P.O. Box 200, Ringoes, NJ 08551; 908/782-6622; www.brwr.com) will hold the following special events. Fares for all trips (uexcept mixed train) are $8 adults, $4 kids 3-12, under 3 free. Contact the railroad for full information.

- **April 7, 8, 13 and 14,** Easter Bunny Express departs 11:30am, 1pm, 2:30pm and 4pm.
- **May 19-20,** Great Train Robbery.
- **June 17,** Father's Day, fathers ride free with paid child.
- **July 20,** Mixed freight *(see separate listing).*
- **September 15-16,** Great Train Robbery.

WHIPPANY, NEW JERSEY, April 7, 8 and 14. The Easter Bunny Express will operate at the Whippany Railway Museum for a 45-minute ride on the Morristown & Erie. Departures on the hour from 1pm-4pm. Fare $8 adults, $5 kids under 12, babes-in-arms free. Mail order reservations strongly recommended. Send check or money order to Whippany Railway Museum, P.o. Box 16, Whippany, NJ 07981-0016. Information at 973/887-8177 or at *www.WhippanyRailwayMuseum.org.*

DILLSBORO, NORTH CAROLINA, April 8. Photo special covering the entire Great Smoky Mountains Railroad with steam engine 1702 sponsored by the Yadkin Valley Chapter NRHS. Fare $85 adults, $45 kids, extra fare options available. For information contact the GSMR at 800/872-4681.

BOSTON, MASSACHUSETTS, April 13-22. Lone Star Special from South Station, Worcester and Springfield to Austin and San Antonio via Amtrak's *Lake Shore Limited* and *Texas Eagle.* All inclusive fares with coach class start at $1300 per person double occupancy. Information from the Mystic Valley Railway Society, P.O. Box 365486, Hyde Park, MA 02136-0009; 617/361-4445.

VANCOUVER, WASHINGTON, April 20-23. Spokane, Portland & Seattle 4-8-4 700 will power a four-day trip to Spokane with an overnight stop at Pasco each way. One-day segments available. Nightly activities available during evening layovers. Ticket prices start at $499 for the round trip or $139 for a one-day segment. For complete information write to Homecoming Excursion, P.O. Box 6212, Aloha, OR 97007-0212 or visit *www.sps700.org.*

CAMPO, CALIFORNIA, April 21. San Diego & Arizona Eastern Railfan Day featuring SP 4-6-0 2353 and a GP9 in Black Widow paint on passenger and freight trains. Trains operate from Tijuana to Tecate in Mexico, then return to Miller Creek and Campo in California. Plenty of photo runbys. Prices start at $208. For more information contact Trains Unlimited, Tours, P.O. Box 1997, Portola, CA 96122; 800/359-4870; *info@trainsunltdtours.com.*

CHAMPAIGN, ILLINOIS, April 28. Annual meeting of the Illinois Traction Society at the Chancellor Hotel starting at 9am. Events include a swap meet, dealers, clinics, model contest, self-guided tours and dinner. For information and dinner reservations contact Dale Jenkins, 264 Victoria Lane, Decatur, IL 62623; 217/423-4877.

SPENCER, NORTH CAROLINA, April 28-29. 14th Annual Rail Days at the North Carolina Transportation Museum. Passenger and caboose train rides, music, railroad slide show (Friday), dinner on the diner, more. For information contact NCTM, 411 South Salisbury Avenue, P.O. Box 165, Spencer, NC 28159; 704/636-2889; *nctrans.org.*

STEAMTOWN NATIONAL HISTORIC SITE in Scranton, Pa., will hold the following special events. For more details call the park at 888/693-9391.

- **April 23-29,** special exhibits, demonstrations and interpretive programs for National Park Week.
- **May 18,** excursion to Tobyhanna, Pa., for Armed Forces Day.
- **September 1-3,** Rail Expo 2001 with visiting rail equipment.

CAPE MAY COURT HOUSE, NEW JERSEY, May 12. Railfan Day on Cape May Seashore Lines featuring two ex-PRSL RDC's on ex-PRSL trackage. Two round trips to Cape May with plenty of photo stops, night photo session. Trip departs 10am. Tickets $30 (includes both round trips and night session) from Wilmington Chapter NRHS, c/o Steve Barry, 117 High Street, Newton, NJ 07860. Information call 973/383-3355 (9am-5pm); e-mail *steve@daylightimages.com;* Visa/MC accepted on-line at *www.daylightimages.com/capemay.html.*

ORRVILLE RAILROAD HERITAGE SOCIETY, INC., (P.O. Box 11, Orrville, OH 44667; 330-683-2426; *www.orrvillerailroad.com*) will host the following special events. Contact the society for complete details.

- **May 12,** round-trip excursion from Orrville to Pittsburgh *(see separate listing).*
- **June 9,** round-trip excursion from Orrville to Spencer, Ohio (two departures).
- **June 9-10,** Depot Days at the Orrville depot.
- **August 4-5,** Overnight excursion from Orrville to Pittsburgh for the Three Rivers Boat Regatta and fireworks.
- **August 25,** excursion to the Lorain County Fair from Canton and Orrville.

ORRVILLE, OHIO, May 12. All-day excursion to Pittsburgh sponsored by the Orrville Railroad Heritage Society via the Wheeling & Lake Erie to Rook Yard. Bus transfer to Station Square. Trip will be powered by ORHS diesel locomotive 471. Coach fare $75. For tickets or information contact ORHS, P.O. Box 11, Orrville, OH 44667; 330/683-2426 (weekdays 1pm-5pm); *www.orrvillerailroad.com.*

RAIL TRAVEL CENTER (139 Main Street, Brattleboro, VT 05301; 800/458-5394; *www.railtravelcenter.com*) will run the following special trips. Call or write for full details.

- **May 15-28,** Blue Ridge Rail Circle with Amtrak, Great Smokey Mountains Railroad, Dollywood, Tweetsie, Cass Scenic, Durbin & Greenbrier, more.
- **July 8-23,** Maine and the Maritimes featuring Amtrak's

UNION PACIFIC'S OREGON BLUES
The La Grande Sub

Oregons Blue Mountains, know as "The Blues" pose a formidable barrier to Union Pacific's trains. Awesome action as UP battles the Blues. Lots of C40-8's and DPS helper sets. Taped in July 2000 between Hinkle and Huntington. A "4 tire" tape. 90 mins **BLUE $29.95**

Please add $4.00 S&H per order, plus $1.00 each extra tape. Canada add $5.00 per order plus $1.00 for each extra tape.

HIGHBALL PRODUCTIONS
PO Box 90046
Tucson, AZ 85752-0046
1-800-345-6985
1-520-498-1677
Visa/MasterCard/check/money order.

traintapes
By Highball Productions
The next best thing to being there!

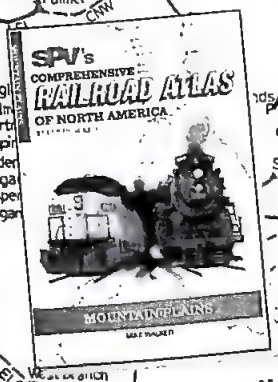
HOT SPOTS 8 - DAGGETT, CALIFORNIA

Daggett is about 8 miles east of the big yard at Barstow, and is the point that UP's line from Salt Lake City joins BNSF's transcontinental main line. Lots of dash 9's, two trains side by side, some Warbonnets, and most trains are moving right along. Pre dawn to post sunset action on a superb March 2000 day. **HOT 8 $24.95**

www.traintapes.com

RAILROAD ATLAS OF NORTH AMERICA

Mountain Plains by Mike Walker



All Volumes are:

- ***Designed to provide a single source of reference***
- ***Meticulously researched and drawn***
- ***Highly detailed - 8 miles to 1 inch - complex areas enlarged to 2 miles to 1 inch***
- ***Beautifully designed - coffee table quality - yet tough enough for "in field use"***
- ***Clearly readable maps - RR identification marks & full index***
- ***Fully detailed. Maps include major tunnels, bridges, yards, engine facilities and hot spot detectors***

VOL 11: Mountain Plains (00963) $23.95+s&h

Also Available:

VOL 1: THE NORTH EAST	00953	$24.95	VOL 6: GREAT LAKES EAST	00957	$23.95
VOL 2: CALIF & NEVADA	00952	$23.95	VOL 7: APPALACHIA & PIEDMONT	00958	$23.95
VOL 3: COL & UTAH	00954	$23.95	VOL 8: PACIFIC NORTHWEST	00959	$23.95
VOL 4: ARIZ & N. MEXICO	00955	$23.95	VOL 9: THE SOUTHEASTERN PENINSULA	00961	$23.95
VOL 5: GREAT LAKES WEST	00956	$23.95	VOL 10: N.E./MARITIME CANADA	00962	$24.95

S&H charges as follows: In US $4.00 (for orders under $10.00) $5.00 (for orders $10.01-$30.00) $6.00 (for orders $30.01-$50.00) $7.00 (for orders $50.01-$75.00) $8.00 (for orders $75.01 or more.) Canada add an additional $4.00, Foreign add an additional $6.00. AZ residents add 6% sales tax, Canadians add 7% G.S.T. Checks must be drawn on US bank and in US funds. Please allow 4-6 weeks for delivery. Prices supercede prior prices. Prices and availability subject to change.

To Order Call: 1-800-474-6995 Carstens Publications, Inc.

Quality Railbooks Since 1976

2 N E W books for 2000 !!!

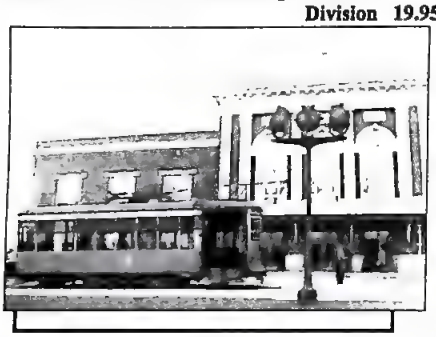
"Memories of Eastern Pennsylvania Railroading"...by G. Bernet.....$24.95

This is the 3rd book featuring the photo work of the Kantner brothers. Included in this work are the PRR, RDG, CNJ, LV, EL, DL&W and Erie. This 64-page volume has 89 color views from the 1950s and 1960s.

Also: 48 pages -all color

"Anthracite Country Color".....$19.95

"Colorful Memories of Reading's Shamokin Division 19.95



New book !!!!!

Dutch Country Trolleys.....Kramer.....$ 15.95

64-pages 130 photos of Conestoga Traction and Hershey Transit in Pennsylvania's Amish area.

Diamondbugs: The story of rail motor cars on the Erie Railroad by Jack Grasso.....$ 14.95

All color books (48 pages each)

A Colorful Look At: **The Chicago North Western.....$19.95**

A Colorful Look At: **Conrail's SD-40 and SD40-2's.....$19.95**

Other titles available:

PTC Rails...by Kramer & James.....$21.95

The Hard Coal Carriers: by Gerard Bernet

Vol. 1 - "First Generation Geeps".....$ .19.95

Vol. 2 - "Camelback Twilight".....$ 19.95

Pennsy K-4's Remembered.....$ 6.95

The Morristown & Erie Railway..... $ 8.95

Lehigh Valley Railroad Passenger Cars.....$ 13.95

26 Miles To Jersey City.....$ 8.95

Railroad Stations Of New England Today

V-1 Boston & Maine.....M. Beauregard.....$ 7.95

Rock-A-Bye-Baby....T. Taber.....$ 11.95

NJ's Rockaway Valley Railroad

BELLS & WHISTLES Publ. (by Fred Kramer)

Anything But Steam.....$10.00

Birney Car Panorama..... 8.95

Fairmount Park Transit.....(Phila.)..... 6.95

PHOTOGRAPHS.....$ 3.00 each

Our catalog lists over 5,500 different steam, diesel, electric & trolley photos printed on 8x10 paper. Catalog also lists books & videos of other publishers and misc. railroadiana.....$1.00 (free w/order)

ORDERING INFO: Orders under $25.00 add $2.00 P&H. NJ residents add 6% sales tax. Foriegn orders (Check must be drawn on U.S. bank & in U.S. funds) add 10% for shipping (minimum $5.00) allow up to 4 weeks for delivery. Dealer inquiries invited.

Dept. 101
P.O. Box 114
Flanders, NJ 07836

RAILROAD AVENUE ENTERPRISES

Downeaster to Portland, Narrow Gauge Museum, Boothbay museum, Belfast & Moosehead Lake, Via's *Bras d'Or* and *Ocean Limited*.

August 16-20, Amish Rails featuring Strasburg Rail Road, Black River & Western, museums and more.

August 20-30, Keystone Historical Rail Tour featuring New Hope & Ivyland, Wanamaker, Kempton & Southern, Gettysburg, East Broad Top, Horseshoe Curve and more.

August 22-September 3, Wilderness Trains of the Great Lakes featuring Amtrak's *Empire Builder*, North Shore Scenic, *Minnestota Zephyr*, Algoma Central to Hearst, South Simcoe Railway and more.

September 3-14, Alaska Cruise/Rail Tour featuring White Pass & Yukon, Alaska Railroad, more.

September 20-23, Smithsonian Streamliner Weekend to Chicago on the *Capitol Limited* and *Cardinal* from Washington.

October 3-14, Grand Fall Tour of New England featuring Winnepesauke Railroad, Hobo Railroad, White Mountain Central, Conway Scenic, Mount Washington Cog, Green Mountain and Amtrak's *Vermonter*.

October 6-13, Riverbarge Excursion Rivers to Rails featuring cruise of the Ohio and Kanawha Rivers and Amtrak's *Cardinal*.

October 6-13, Hudson Bay/Polar Bear Explorer featuring Via's *Northern Spirit* and bear photo safari.

October 13-18, Bluegrass Autumn Reunion featuring Bluegrass Scenic, Kentucky Railway Museum, Indiana Transportation Museum and French Lick, West Baden & Southern.

October 18-30, Ozark Autumn Tour featuring St. Louis light rail, St. Louis, Iron Mountain & Southern, Amtrak's *Ann Rutledge* and *Heartland Flyer*, Branson Scenic, Silver Dollar City, Eureka Springs & North Arkansas, Arkansas & Missouri, National Museum of Transportation and more.

Rail Travel Center also books the *Montana Rockies Daylight*, *Royal Canadian Pacific* and other luxury rail tours. Write or phone for information.

GREAT CANADIAN RAIL ADVENTURE will operate May 19-June 1, featuring rides on Amtrak's Talgo train, Via's *Canadian* and the *Rocky Mountaineer*, plus a trip on Vancouver Island and steam on BC Rail. Prices start at $2795. For more information contact Trains Unlimited, Tours, P.O. Box 1997, Portola, CA 96122; 800/359-4870; *info@trainsunltdtours.com*.

NORTH VANCOUVER, BRITISH COLUMBIA, May 26-28. Canboo Steam Special on BC Rail with 2-8-0 3716 operating to Kelly Lake. Trip covers 193 miles each way. Photo runbys will be held each day. Prices start at $358 ($448 Canadian). For more information contact Trains Unlimited, Tours, P.O. Box 1997, Portola, CA 96122; 800/359-4870; *info@trainsunltdtours.com*.

SOUTHERN PACIFIC 4449 has *tentative* trips planned for 2001. Visit *www.4449.com* for updates.

May 26-27, *tentative* two-day circle trip from Portland, Ore., to Yakima via Columbia River and Stampede Pass.

June 2-3, *tentative* one-day trips to Wishram, Wash.

ST. LOUIS, MISSOURI, June 18-23. Convention of the National Railway Historical Society celebrating the 150th anniversary of the first rails laid west of the Mississippi. For more information write to St. Louis Chapter NRHS, PMB 271, 2129 Barrett Station Road, St. Louis, MO 63131-1638 or visit *www.stlouisnrhs.org/nrhs2001/home.htm*. Tentative line-up includes:

June 19, excursion to Gorham, Ill., with Union Pacific 3985.

June 20, National Museum of Transportation and Wabash, Frisco & Pacific live steam railroad; MetroLink light rail tour.

June 21, excursion to Hannibal/Quincy, Mo., with Frisco 1522; RAILFAN & RAILROAD night photo session.

June 22, seminars and banquet.

June 23, excursion to Newburg, Mo., with Frisco 1522.

RINGOES, NEW JERSEY, July 20. Mixed freight on the Black River & Western departs at 10am. Return time depends on freight switching, lunch is available. Advance sales only, fare $25 from Black River & Western Railroad, P.O. Box 323, Ringoes, NJ 08551, attn: Elizabeth Griswold.

ELY, NEVADA, August 24-27. Photo workshop at the Nevada Northern's facilities with complete access and photographic freedom from dawn to dusk each day. Optional steam and diesel trips available. Photographer Stanley W. Trzoniec will host the workshop. For more information contact Classic PhotoWorkshops, 58 West Main Street, Northboro, MA 01532; 508/393-3800; *fotoclass@aol.com*.

GREEN BAY, WISCONSIN, September 1-7. Amtrak group tour aboard the Empire Builder to the Izaak Walton Inn at Essex, Mont., hosted by the National Railroad Museum. Trip includes two nights sleeping accomodations on Amtrak and four nights at Essex. For information and pricing contact Tim Tennant or Charles Schuetz at the National Railroad Museum, 2285 South Broadway, Green Bay, WI 54303-4832; 920/437-7623; *tstennant@nationalrrmuseum.org*.

INTERNATIONAL TOURS

ASCUTNEY TRAVEL (46 Tremont Square, Claremont, NH 03743; 800-TRAINS-4) will be sponsoring overseas rail tours to Spain, Sardinia, Siberia, Switzerland, Slovenia, South Africa, Cambodia, Myanmar, Peru, Australia, Hungary, Turkey, Jordan and more with an emphasis on steam. Call or write ofr details.

TRAINS UNLIMITED, TOURS (P.O. Box 1997, Portola, CA 96122; 800/359-4870; *www.trainsunltdtours.com*) is sponsoring the following foreign tours. Write for a free catalog.

Russia, several different departures through September 16.

China, March 10-25, with main line and industrial steam.

Mexico, March 31-April 8, chartered diesel train on FerroMex looping Mexico.

Chile, June 16-24, visiting nine railroads plus six chartered diesel and electric trains.

Peru, August 5-18, with 12 charter trains on 7 lines powered by steam, diesel and electric

Mexico, December 3-9, chartered Sunset train to the Copper Canyon.

RAIL TRAVEL CENTER (139 Main Street, Brattleboro, VT 05301; 800/458-5394; *www.railtravelcenter.com*) will run the following foreign trips. Call or write for full details.

England, June 7-21, Great Little Trains of Wales.

Eastern Europe, June 22-July 6, with Harz Mountain and Dresden narrow gauge, German ICE, private main line steam charter to the Danube Bend, more.

Austria, July 4-16, with narrow gauge, steam and cog railways.

Switzerland, August 28-September 11, with steam cog railways, narrow gauge "Golden Pass" railway, Swiss main lines, miniature steam, more

RAILROADIANA MEETS

GATS LIMITED will hold Great American Train Shows, Great Western Train Shows and Great Midwest Train Shows at the following locations. Hours are 11am-5pm (10am-4pm for Wheaton, Ill.), admission $6 adults, kids under 12 free. For more information contact GATS Limited, P.O. Box 1745, Lombard, IL 60148; 630/834-0652; *GATS@ibm.net; www.gats.com*.

March 3-4, Live Oak, Tex., Civic Center.
March 3-4, Santa Barbara, Cal., Earl Warren Showgrounds.
March 10-11, Omaha, Neb., Civic Auditorium.
March 10-11, Daly City, Cal., Cow Palace.
March 11, Wheaton, Ill., DuPage County Fairgrounds.
March 17-18, College Park, Ga., International Convention & Trade Center.
March 24-25, Rock Island, Ill., QCCA Expo Center.
March 31-April 1, Baton Rouge, La., Riverside Centroplex.
April 7-8, Mesquite, Texas, Rodeo Center.
April 8, Wheaton, Ill., DuPage County Fairgrounds.
April 21-22, Fort Wayne, Ind., Allen County War Memorial Coliseum.
April 28-29, Niles, Ohio, Eastwood Expo Center.

GREENBERG'S Great Train & Collectible Toy Show will be held at the following locations on dates listed, Saturdays 11am-5pm., Sundays 11am-4pm. Admission: $5 adults, $2 children 6-12 unless otherwise noted. Contact: Greenberg Shows, 7566 Main Street, Sykesville, MD 21784; 410/795-7447.

March 3-4, Pennsauken, N.J., South Jersey Expo Center.
March 10-11, Edison, N.J., Convention & Expo Center.
March 17-18, Timonium, Md., State Fairgrounds.
March 24-25, Stony Brook, N.Y., State University of New York.
March 31-April 1, Wilmington, Mass., Shriners Auditorium.
April 7-8, Clarence, N.Y., Western New York Event Center.

CLARK, NEW JERSEY, March 4. Jersey Central Chapter NRHS Train Show & Sale at Mother Seton Regional High School, Garden State Parkway exit 135, 9am-3:30pm. Admission $4, family $8. Information: Jersey Central Train Show, c/o Mitchell Dakelman, 334 South 3rd Avenue, Highland Park, NJ 08904.

WARREN, MICHIGAN, March 5. Gratiot Valley Railroad Club's Show & Sale at Macomb Community College, Sports & Expo Center, between 12 Mile and Martin Road and between Hayes & Bunert (off I-696), 10am-3pm. Admission $4.50, kids under 12 free. Information: Doug Kass, 281 North Avenue, Mount Clements, MI 48043; 810/468-4877; *www.michvhf.com/~gvrr*.

FAIRFIELD, CONNECTICUT, March 11. Station Stop '01 sponsored by the Housatonic Model Railroad Club at Ludlowe Middle School, 785 Unquowa Road, 10am-4pm. Admission $4, kids $2. Information: Housatonic Model Railroad Club Show, P.O. Box 234, Fairfield, CT 06430; 203/255-3795 (Friday evenings); *jhcc88@aol.com*.

COLORADO SPRINGS, COLORADO, March 11. Rocky Mountain Division of the Train Collector's Association Spring Meet at the City Auditorium, Kiowa and Webber, 10am-3pm. Admission $5, family $8. Information: Susan Deats, 1400 East Orchard Road, Littleton, CO 80121; 303/798-2679.

WOOSTER, OHIO, March 11. CJ Trains Spring Wooster Train & Toy Show at the Black Tie Affair Party & Conference Center, 50 Riffel Road, 10am-4pm. Admission $3, kids under 12 free. Information: Jon Ulbright, 941 Buchholz Drive, Wooster, OH 44691; 330/262-7488 (after 6pm); *cathljon@bright.net*.

ST. LOUIS, MISSOURI, March 17. Boeing Employees' Railroad Club Railroad Swap Meet at the Greensfelder Recreation Complex at Queeny Park, 550 Weldman Road, 10am-3pm. Admission $2, kids under 12 free. Information: Wayne Schimmel, 733 Highway Y, Winfield, MO 63389-2206; 314/668-6313 (after 6:30pm CT); *whtehrse@concentric.net*.

KINGSTON, NEW YORK, March 18. Kingston Model Railroad Club Annual Kingston Train & Hobby Expo at the New York State Armory, North Manor Avenue, 10am-4pm. Admission $4, kids under 12 $1. Information: Kingston Model Railroad Club, P.O. Box 1885, Kingston, NY 12401-1885; 845/334-8233.

BURNABY, BRITISH COLUMBIA, March 18. 19th Annual Western Rails Model Railroad & Railroadiana Show, 9am-4pm. Admission $2, family $5. Information: Paul Roy, 3478 Winlake Crescent, Burnaby, BC V5A 2G5; 604/420-1292; *proy@home.com*.

PULLMAN, WASHINGTON, March 18. Palouse Empire Railroad Show & Swap sponsored by the Palouse Empire Rail Society at the Beasley Performing Arts Coliseum, Washington State University Campus, 10am-4pm. Admission $2. Information: Ken Vogel, 400 East Main Street, Pullman, WA 99163; 509/332-0505 (weekdays 9:30am-6pm, Saturdays 9:30am-5:30pm PT).

HAGERSTOWN, MA[illegible] Cumberland Valley Railroadiana & Model Train SHow sponsored by Roundhouse Relics at the Plaza Hotel, 1718 Underpass Way (I-81 exit 5). 9am-3pm Admission $3, kids under 13 free Information: Roundhouse Relics, P.O. Box 643, Chambersburg, PA 17201-0643, *cvrrcar1!@cvn.net.*

ITHICA, NEW YORK, March 24-25. Finger Lakes Railfair & Train Show of the Cornell Railroad Historical Society at NYS Armory, Hanshaw Road & N.Y. Route 13, 10am-5pm. Contribution $4, kids 3-12 $2, family $9. Information David Flinn, 866 Ridge Road, Lansing, NY 14882, 607/279-0702; *www.lehighvalleyrr.com.*

MENTOR, OHIO, March 25. Mentor High School Railroad Show sponsored by Train Master of Cleveland at Mentor High School, 6477 Center Street (State Route 615), 10am-2:30pm Admission $4. Information: Bob Fneden, 9695 Chillicothe Road, Kirtland, OH 44094; 440/256-8141.

HARTLY, DELAWARE, March 31. Annual Spring Hartly Fire Company Model Train & Toy Show at the Hartly Volunteer Fire Company, 9am-3pm. Admission $3, spouse $2, kids under 12 free with parent. Information: J. Allen Methany, Sr., Train Show Co-Chairman, Hartly Volunteer Fire Company, P O Box 28, Hartly, DE 19953, 302/492-3755.

ASHEVILLE, NORTH CAROLINA, March 31 Western North Carolina Model Railroaders 11th Annual Train Show at the U.S. Army Reserve Center, Louisiana Avenue, 9am-3pm Admission $4, kids 12 nad under free with adult Information: Charles A. Bryan, 828/645-6896, *stficare@aol.com.*

GLEN ELLYN, ILLINOIS, April 1. 20th Annual Chicagoland Railroad Collectibles Show at College of DuPage, Athletic Building, south of 22nd Street and Park Boulevard, 10am-3pm. Admission $3. Information: Steve Mazanek, P.O. Box 31344, Chicago, IL 60631; 773/775-5623; *grayland@ameritech.net.*

BELLMAWR, NEW JERSEY, April 1. Spring Train & Toy Show & Sale sponsored by Bellmawr Fire & Rescue and South Jersey "S" Gaugers at the Bellmawr Fire & Rescue Hall, 29 Lewis Avenue, 9am-2pm. Admission $3, kids under 12 free with adult. Information: Chick Viggiano, 856/423-0773.

GREENSBORO, NORTH CAROLINA, April 7. Swap Meet & Train Show sponsored by the Carolina Model Railroaders at the National Guard Armory, 110 Franklin Boulevard, 10am-3pm. Admission $4, family $5. Information: Tom Knowles, 4211 Compton Drive, Winston-Salem, NC 27107; 336/784-8124; *knowles@mindspring.com.*

PINE BLUFF, ARKANSAS, April 7. Cotton Belt Rail Historical Society Annual Railroadiana & Train Show at the Arkansas Railroad Museum, Highway 65B & Port Road, 9am-4pm. Admission $2, kids under 12 $1. Information: Gerald Cooper, P.O. Box 413, Whitehouse, TX 75791; 903/839-2501.

BATAVIA, NEW YORK, April 8. Genesee Society of Model Engineers Great Batavia Train SHow at Batavia Downs Race Track, 8315 Park Road, 9:30am to 3:30pm. Admission $4, students $1, under 13 free. Information: Mike Pyszczek, P.O. Box 75, Oakfield, NY 14125; 716/768-4579.

NEW BRAUNFELS, TEXAS, April 14. Annual New Braunfels Railroad Jamboree sponsored by the New Braunfels Historic Railroad & Modelers Society and the Bluebonnet Chapter NRHS at the New Braunfels Civic Center, 380 South Seguin Avenue, 9am-5pm. Admission $5, kids $1. Information: Kermit R. Baese, 1285 Common Street, New Braunfels, TX 78130; 830/625-2656.

COLUMBUS, OHIO, April 21. Buckeye Railroadiana & Model Train Show sponsored by Golden Spike Enterprises, Inc., at the Ohio Expo Center, Lausche Building, 9am-4pm. Admission $5, kids under 12 free. Information: Gordon Hartranft, 58 Creed Circle, Campbell, OH 44405; 330/755-1914; *nlion02@aol.com.*

BUCYRUS, OHIO, April 22. Bucyrus Model Railroad Association Tran Show & Swap Meet at the Crawford County Fairgrounds, Whetstone Street, 10am-4pm. Admission $2, kids 12 and under free. Information: Bucyrus Model Railroad Assoc., David E. Moore, President, 1010 Bucyrus Road, Galion, OH 44833; 419/462-5035.

PEORIA, ILLINOIS, April 22. Peoria Train Fair sponsored by the Illinois Valley and River City Railroad Clubs at Illinois Central College, Routes 116 & 24, 11am-3pm. Admission $2, kids under 13 free. Information: Bob Lehman, 21 West Rutledge, Bartonville, IL 61607; 309/697-3012.

LIVERPOOL (SYRACUSE), NEW YORK, April 28. 12th Annual New York Central System Historical Society Train Show at the Holiday Inn, 441 Electronics Parkway, 9am-3pm. Admission $5, family $9. Information: NYCSHS, P.O. Box 941504, Atlanta, GA 31141-0504.

OMAHA, NEBRASKA, April 29. Nebraska-Iowa Railroaders Train Meet at Nathan Hale Middle School, 6143 Whitmore, 9am-3pm. Information: David Hector, 1832 North 75th Avenue, Omaha, NE 68114; 402/933-7334; *dbask@prodigy.net.*

WINSLOW, NEW JERSEY, April 29. Great Winslow Junction Scale Train & Railroadiana meet at the Winslow Fire Hall, Hall & Hay Streets, 10am-2pm. Admission $3, kids under 12 free with adult. Information: Bill Powell, 306 Broad Street, Williamstown, NJ 08094; 856/728-1327 (until 9pm).

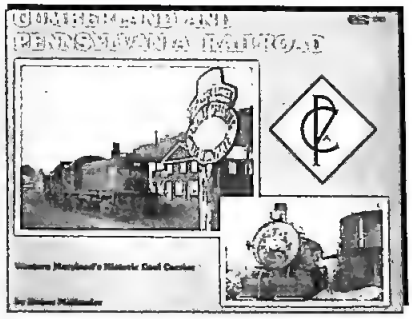
On May 1st 1999, Western Maryland steam returned to the former Western Maryland Elk River Branch. Join us for hi-lites of the 1999 CALS at CASS railroad weekend. You'll be there as the Western Maryland Shay 6 battles Cheat Mtn. up the 5% grade to Old Spruce. Go TRACKSIDE for photo runs at Spruce, Big Cut, Twin Bridges and more. *Digitally recorded.* 44 min. ***ONLY $24.95 ppd.***

OTHER AVAILABLE TITLES ONLY $24.95 EACH ppd INCLUDE

Weekend Steam Vol. 1	**The Dixie Flyers**
4501: A Farewell Odyssey	**Return to Saluda**
Steamin On The Ohio Central	**pickin em up an layin em down**

To order **Call TOLL FREE 1-800-548-8476** or
Email us at sales@tracksidevideo.com or send check or money order to:
TRACKSIDE VIDEO P O BOX 234 FOREST PARK, GA 30298
For a complete listing visit our website www.tracksidevideo.com
We accept VISA / MASTERCARD / DISCOVER

CUMBERLAND & PENNSYLVANIA RAILROAD



Western Maryland's Historic Coal Carrier

By Deane Mellander. The Western Maryland acquired the famous old Cumberland & Pennsylvania, which in turn was absorbed by the Chessie and CSX. This informative book includes rare steam locomotive photos and unusual gas-electrics operating in the Alleghenies. **(C00063).....$9.95+S&H**

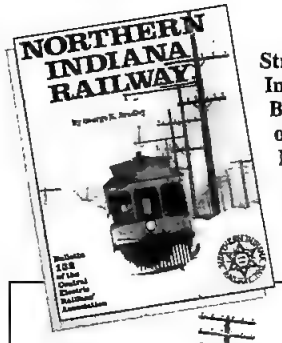
S&H in US $4.00 per book, Canada add $8.00, Foreign add $10.00. NJ residents add 6% sales tax, Canadians add 7% G.S.T. Payable in US funds. Please allow 4-6 weeks for delivery. Prices and availability subject to change.

TO ORDER CALL 1-800-474-6995
HAVE CREDIT CARD READY!

Carstens Publications, Inc.

NORTHERN INDIANA RAILWAY

By George K. Bradley



Streetcars, interurbans and motor buses - the Northern Indiana Railway used them all to serve the greater South Bend area in the 1930's. Their fast interurban cars reached out to Benton Harbor, Michigan, as well as Goshen and Michigan City, Indiana. Author George K. Bradley explores the development and ultimate decline of this fascinating electric railway and the role it played in serving the communities clustered near Lake Michigan's southeastern shore.

A New Book From CERA!

Order # B-132, 244-pages, hard cover, $55 postpaid. Illinois residents add $4.81 tax.

Central Electric Railfans' Association
P.O. Box 503, Chicago, IL 60690
Free book catalog available.

e-mail us at CERAbook@flash.net

RAILROAD VIDEO QUARTERLY -
2 HOUR WINTER ISSUE features
ACELA
Inaugural Run
PLUS SPEED TEST VIDEO

Also: the Newark Subway PCCs; Winter Steam on Western Maryland Scenic, Utah's Heber Valley with TWO 2-8-0s, plus mainline action on Soldier Summit, Seattle Sounder, Pacific 231 (Cannes Film Festival Winner) and plenty more!

SUBSCRIBE TO THE QUARTERLY - Receive FOUR issues in 2001 for just $72 postpaid ! ORDER THIS ISSUE ONLY: $24 Postpaid. Back issues are available. Order information at bottom of ad.

At 2' 5-1/2" this is narrow gauge, indeed! The Esquel line of legend parallels the snow capped Andes. 2-8-0s of Henschel and Baldwin dating to the early '20s battle the 4% grades, then roar flat out on the staightaways! There is no train air, so engine brakes and power reverse get a workout. The Patagonia region is at once desolate and spectacularly beautiful in October when much of this was recorded. Currently inactive portions of the line are also covered, along with a few Alcos on the broad gauge in Buenos Aires and other locations. 90 Minutes; $24 Postpaid

Please see our catalog for rail explorations of Ecuador, Peru, Mexico, Japan, and other countries.

TO ORDER: Send check or M.O. to:

REVELATION VIDEO
P.O Box 129, Tallmadge, OH 44278
Visa, MasterCard orders call
330-630-9817
9am - 9pm ET
Ohio Residents Please Add 6% Sales Tax
www.revelationvideo.com

N&W 578 at Ohio Railway Museum

THE OHIO RAILWAY MUSEUM at Worthington, near Columbus, was established in 1948 as a preserve for streetcars and early trolleys. Over the years a broad range of equipment was acquired, including steam locomotives, electrics and many freight and passenger cars. While the museum received much attention in the railfan press throughout the 1960s, it struggled to survive during the 1980s and 1990s, with problems stemming from internal conflicts between board members and museum members, and a general lack of funding to maintain the collection. ORM was closed to the public between 1991 and1995, but today has reopened and is slowly rebuilding. Even so, it will take many years before the collection is back in the condition that it was two decades ago.

One of the largest items on the property is former Norfolk & Western 4-6-2 No.578. This high-stepping light Pacific was built by American Locomotive's Richmond Works in March 1910 and, after a long career on the N&W, was donated to the Central Ohio Railfans Association in 1959 and brought to Worthington. Once there, members fixed up the engine for service on ORM's two-mile traction line, which is a small segment of the defunct Columbus, Delaware & Marion Electric Railroad.

Although the N&W 4-6-2 looked very much out of place wheeling heavyweight Pullman cars under trolley wire, it was popular with the visiting public who flocked to the museum on Sunday afternoons for a ride. No.578 also had the distinction of being the only operable Norfolk & Western steamer in the country until the restoration of 4-8-4 No.611 in 1982.

Unfortunately, the past two decades have not been kind to No.578. For over 40 years it has sat outdoors, unsheltered and unprotected from the elements. And although technically operable, by the mid-1970s it was running only sporadically, and the last time it had a fire in its boiler was in 1983 during a stationary steam test. Reportedly, the reason No. 578 was taken out of service was mainly due to problems with the side rod bearings, and for a long time the engine sat idle near the Worthington depot. Over the years, the lubricators have been kept full of oil (and they are cranked on a regular basis), and on occasion the engine is moved a few feet in either direction to prevent the bearings from freezing up. Mechanically, No.578 is believed to be in good condition with a sound boiler and firebox. Cosmetically, though, the 4-6-2 left much to be desired before Mike Chamberlain came along.

Chamberlain is a fan of N&W steam, and during a visit to the Ohio Railway Museum in 1998 he noticed that the 4-6-2 had fallen into disrepair, while museum funds were earmarked for getting the trolley fleet back up and running. Since the ORM earns most of their funds from ticket sales, it had no money set aside for the upkeep of No. 578.

After meeting on the Internet with several N&W fans who were interested in restorating No.578, Chamberlain approached the museum board in 1999 about cosmetically restoring the engine. They were all for it, and said they would welcome all the help they could get. Chamberlain then posted messages on the internet's N&W historical board and various railroad-related web sites, and posted flyers at local hobby shops. During the summer of 2000, Chamberlain and his volunteer crew of Mike Staib, Bob Flores, John Medert, Mike Rector and Tim Zilinsky met for the first time and spent most of a Saturday afternoon scraping paint outside in the rain. After that, the group met every Saturday removing layers of peeling paint. Before the weather turned cold, the group had applied a fresh coat of black paint to the locomotive, and was about half finished with the tender. This summer they plan to finish the paintwork, and then apply Norfolk & Western lettering to complete the job. Today No.578 looks better than it has in decades, all thanks to a dedicated group of N&W enthusiasts. It's refreshing to see a group of railfans actively participate in preserving equipment, rather than just complaining that the engine is becoming an eyesore.

Could No.578 run again? Of course, but an extensive rebuild would be needed including new flues, main bearings and rebuilding all the appliances (not to mention the ultrasonic testing required to conform with the new FRA part 230 boiler laws). So for the time being, the 4-6-2 will sit on static display.

The Ohio Railway Museum itself is on the road to recovery. One mile of track has been put back into operation — with plans to expand another half-mile in 2001 — and several streetcars have been painted and refurbished with many more waiting their turn. There are also two center-cab electric locomotives on the property which have been returned to service.

The ORM is open to the public on Sunday afternoons from May through October, and several special events are held throughout the year. For more information about the museum, call 614/885-7345 or consult the website at *www.trainweb.org/orm*. Thanks to Mike Chamberlain

Santa Fe FP45 No. 90 and the "other" ORM

BNSF donated Santa Fe FP45 No.90 to the Oklahoma Railway Museum of Oklahoma City in a ceremony on December 21, 2000, at the former AT&SF depot in downtown OKC. The unit, which was operable until just recently, was one of nine constructed for the AT&SF, and was delivered from EMD in December 1967 with a steam generator for service on the *Super Chief* and other name trains.

After Amtrak, the Santa Fe FP45s survived in freight service, and then made headlines in the railfan press in 1990 when they were repainted back into their original warbonnet colors for use on AT&SF's "Super Fleet" intermodel trains. Since the

Rails 'N' Shafts

P.O. Box 300 Laurys Station, PA 18059
(610) 261-0133 Fax (610) 262-7962

BOOKS BOOKS

Specializing in Books and Videos on Transportation and Industrial Subjects

Alco Official Photography - $38.95
Alcos to Allentown, Biery - $23.95
All Aboard Amtrak, Schaeffer - $39 95
American Car & Foundry, Kaminski - $54 95
Anthracite Country Color, Bernet - $15 95
Anthracite Rebirth, Bednar - $43 95
ACL, Prince - $39.95
ACL Color Guide - $38 95
ACL: Diesel Locomotives, Calloway - $39.95
ACL: Passenger Trains, Goulsby - $21 59
Baldwin Locomotive Works, Brown - $28 95
B&O, Salomon, Oroszi, Ori
Vol 1: New York to Cumberland - $35.49
Vol 2: Cumberland to Chicago - $35.49
B&O Passenger Service, Stegmaier
Vol 1: National Limited Route - $19.95
Vol 2: Capitol Limited Route - $21.59
B&O Sand Patch, Roberts - $39 95
Berkshires of the Nickel Plate, Holland - $21.59
B&M in Color, Plant - $38 95
BN Northwest Passage, Leachman - $47.95
Burlington Color Pictorial (Vol 1 or Vol 2), Holck - $39 95
Burlington Route: Across the Heartland, Wilson - $15.25
Canadian National Color Guide - $38 95
Central Vermont in Color - $38 95
Chessie System Diesels, Doyle - $29 95
Chessie System: Cumberland Action, Biery - $31 95
C&NW in Color (Vol 1 or 2) - $38.95
C&NW Official Photography, Green - $38.95
C&NW Passenger Service, Dorin - $21.59
CB&Q Color Guide, Spoor - $38.95
CB&Q in Color (Vol 1, Vol 2 or Vol 3), Spoor - $38.95
Chicago Transit - $27.95
Classic Locomotives V4: Alco RS3, Plant - $31.95
Colorful Memories of Reading Shamokin, Bernet - $15.95
Conrail Color Guide (Vol 1) - $38.95
Conrail Commodities, Taylor - $39 95
Conrail Final Years (1992-1997), Withers - $38.49
Cotton Belt Color Pictorial, Goen - $39.95

Black Gold Black Diamonds Vol 2
Diesel transition on the PRR *$39.95*
GN in Pacific NW
B/W pictorial of 30s - 60s *$15.95*
Classic Steam Trains of South
The southern roads in steam $21.59
Colorado Annual #24
Ticket to Ride (NG passenger) $39.95
Altoona Action
Pictorial of curve 60s-90s $35.95

CSX Diesels in Color - $31.95
DL&W, Taber
19th Century - $47.95
20th Century Vol 1 - $39.95
20th Century Vol 2 - $47.95
Denver & New Orleans, Jones - $35.95
Diesels of UP Vol 1, Strack - $35.95
Diesel Locomotives: 1st 50 Years, Drury - $23.95
Diesels to Park Avenue - $35.49
Diesels of the Southern Railway, Withers - $51.95
Dixie Line: NC&StL, Castner - $21.75
Domeliners, Zimmermann - $39.95
East Broad Top: Slim Gauge Survivor, Mellander - $38.49
Erie in Color, Sweetland - $35.95
EMD GP-20 and SD-24 - $23.95
Erie-Lackawanna in Color, DeYoung
Vol 1: West End - $35.95
Vol 2: New York State - $35.95
Vol 3: East End - $38.95
Vol 4: Early Years - $38.95
GN Color Pictorial (Vol 1 or 2), Shine - $39.95
GN Equipment Pictorial (Vol 1 or 2) - $39.95
GN Pictorial (Vol 3 or 4), Stauss - $39.95
GN Pictorial (Vol 5) - $51.95
GN Steam Electric in Color - $38.95
GM&O Color Pictorial, Wallin - $39.95
Harriman, Klein - $27.95
Illinois Terminal in Color, Lloyd - $38.95
Impossible Challenge, Harwood - $51.95
Jersey Central in Color (Vol 2), Brennan - $38.95
Jersey Central Steam in Color, Pennypacker - $38.95
Jersey Central Story, Carleton - $30.49
KCS Color Pictorial, Goen - $39.95
KCS in Deramus Era, Marre - $38.49
Lackawanna in Color, Sweetland - $35.95
Landmarks on the Iron Road, Middleton - $31.95
L&NE: Color Retrospect, Lilly - $37.95
LV in Color Vol 2, Yanosey - $35.95
LV in Color Vol 3, Plant - $38.95
LV in NY State: Upstate Odyssey, Dann - $23.95
Lehigh Valley RR, Archer - $35.95
Lehigh Valley: New York Division, Bednar - $41.95
Lima Route, Trostel - $39.95
L&N Color Guide - $38.95
L&N Passenger Service - $27.25
Maine Central in Color (Vol 1 or 2) - $38.95
Magnetic North, Cook, Zimmermann - $31.95
Memories of Eastern Pennsylvania Railroading, Kantner - $19.95
Memoirs of Steelworker, Kuchtka - $10.49
Milwaukee in Color
Vol 1: East of Milwaukee - $38.95
Vol 2: In Milwaukee - $38.95
Vol 3: Wisconsin/Michigan - $38.95
Milwaukee Color Guide (Vol 1 or 2) - $38.95
Milwaukee Under Wire in Color - $38 95

WINTER STORE HOURS

Sat	February 17	10 - 4
Sat	March 17	10 - 4
Sat	April 21	10 - 4

or by appointment
Complete selection of in-print books and videos.
Extensive selection of out-of-print books, timetables, reports, etc.
Directions: 1/2 mile west of Route 145 at HiWay Restaurant at 1321 Rising Sun Road in Laurys Station.
Always buying railroad and mining collections, large or small, paper or hardware. Try us first for satisfaction.

Minneapolis & St. Louis in Color, Green - $38.95
National of Mexico in Color - $38 95
New Haven Along the Shore Line - $15 25
NH. Final Decades, Hartley - $39.95
New Haven Power, Staufer - $63.95
New Haven Trackside McNamara - $38.95
NYC Color Guide - $38.95
NYC Color Photography (Vol 1), Nowak - $35.95
(Vol 2 or 3), Nowak - $38 95
NYC Great Steel Fleet, Doughty - $23.95
NYC Later Power, Staufer - $55.95
NYC Stations & Terminals - $23.95
New York Central Trackside, Marvel - $38.95
NYC Trains of the Future, Doughty - $20.95
NYC Steam Vol 1, Sweetland - $38.95
NYO&W and Dairy Industry, Mohowski - $49.95
NYO&W in Color, Lubliner - $38.95
NKP in Color (Vol 1, 2 or 3) - $38.95
NKP Official Photography (Vol 1 or 2), Corns - $20.95
N&W V1 in Color, Nichols - $38.95
N&W Color Guide - $38.95
N&W Passenger Service, Warden - $23.95
Norfolk Southern Locomotive Directory - $13.59
North Shore/South Shore, Porter - $34.95
Northern Indiana Railroad, Bradley - $43.95
Northern Pacific (Vol 1, 2 or 3), Shine - $39.95
NP Classic Steam, Shrenk, Frey - $47.95
Northwestern: C&NW, Grant - $39.95
One Track Mind, Bensn - $35.95
Pacific Electric in Color (Vol 1 or 2), Copeland - $38.95
Pacific Northwest of McGee and Nixon, Green - $47.95
Passenger Alcos in Color, Boyd - $38.95
Pennsylvania Trolleys (Vol 1, 2 or 3), Volkmer - $38.95
Pennsy Power, Staufer - $39.95
PRR: Standard of the World Vol 1, - $38.95
PRR Black Gold Black Diamonds (Vol 1), Hirsimaki - $35.95
PRR Color Guide V2 - $38.95
PRR Color Pictorial, Shafer - $17.75
PRR Color Pictorial Vol 1, Sweetland - $39.95
PRR Diesel Review, Carleton - $35.95
PRR in Indiana - $39.95
Pennsy Diesel Years (Vol 2, 3 or 4), Yanosey - $35.95
Pennsy Diesel Years (Vol 5 or 6), Yanosey - $38.95
PRR Electric Years, Volkmer - $35.95
Pennsy Electric Pictorial, Zak, Withers - $31.95
Pennsy Steam Years Vol 1 - $35.95
Pennsy Steam Years Vol 2 - $38.95
Pennsy Streamliners, Welch - $39.95
PRR: Hudson to Horseshoe, Volkmer - $38.95
PRR Triumph 1, Roberts - $51.95
PRR Triumph 2, Messer - $51.95
PRR Triumph 3, Messer - $51.95
Phoenix Bridge, Winpenny - $15.95
Pool Power West, Goen - $39.95
Railroads of Arizona V4: Santa Fe, Myrick - $51.95
Railroads of Indiana, Simons, Parker - $39.95
Railroads of Pine Tree State (Vol 1) - $39.95
Reading Color Guide, Bossler - $38.95
Reading Diesels (Vol 1): First Gen, Woodland - $43.95
Reading Diesels (Vol 2): Second Gen, Woodland - $47.95

DISCOVER VISA MasterCard

Telephone Orders Accepted

Check out our web site:
http://www.rails-n-shafts.com
E-mail: rns@rails-n-shafts.com

TO ORDER: For postage and handling, please add to the order total, $3.75 for one, $4.95 for two, and $5.95 for three or more books and/or videos. For foreign orders, please include $5.50 for the first and $2.50 for each additional book or video for postage, and remit in US$. Pennsylvania residents please add 6% sales tax. Avoid delays in order shipment and recheck addition and add correct postage. Incorrect orders will be returned. Prices subject to change without notice. Rush delivery available, please ask. Make checks payable to Rails 'N' Shafts. Catalog sent with all orders or send SASE. Sales ends last day of magazine cover month. Your satisfaction is guaranteed.

Reading in Color, Plant - $38.95
Reading in the Conrail Era, Woodland - $35.95
Reading Railroad: History of Coal Age Empire, Holton
Vol 1: 19th Century - $51.95
Reading Steam in Color, Plant - $38.95
Rio Grande Southern Story, McCoy, Collman Graves
Vol 3: Vance Jct to Ophir - $57.59
Vol 4: Ophir Loop to Rico - $57.59
Vol 5: Rico and Mines Above - $57.59
Vol 6: Rico to Delores - $57.59
Vol 7: Delores to McPhee - $57.59
Vol 8: Delores to Mancos - $57.59
Rock Island Color Guide - $38.95
Rock Island Color Pictorial (Vol 1or 2), Marre - $39.95
Rock Island in Color (Vol 1), Stagner - $38.95
Rock Island in Color (Vol 2), Marvel - $38.95
St. Paul & Pacific - $39.95
Sampling of Penn Central, Taylor - $47.95
Santa Fe in Color (Vol 1,2,3 or 4), Stagner - $38.95
Santa Fe Color Guide, Stagner - $38.95
Scenes Along Rails (Part 1 Vol 2), Hudson - $31.95
SAL, Prince - $39.95
SAL: Route of Courteous Service, Griffin - $23.95
Snowbound Streamliner - $39.95
SP Coast Line, Signor - $51.95
SP Coast Line Pictorial, Signor,Thompson - $51.95
SP Historic Overland Route, Dill - $39.95
SP in Transition, Shippen, Shine - $39.95
SP Official Photography (Vol 1), Thompson - $38.95
SP Shasta Division, Signor - $51.95
Starlight on the Rails - $31.95
Streetcar Scenes of the 50s, King - $38.95
Trackside Albany NY Bruins - $38.95
Trackside Around Boston - $38.95
Trackside Around Philadelphia, Pennypacker - $38.95
Trackside Around Scranton, Yungkurth - $38.95
Trackside B&O with McCaleb - $38 95

In the Traces
Paintings of Ted Rose *$39.95*
N&W Electrics
Story of N&W electrification *$23.95*
New from Morning Sun @ $38.95
New York City Harbor RR in Color
Trackside Pennsy Washington DC
D&H Steam in Color

Trackside B&O with Griffith - $38.95
Trackside Boston & Maine - $38.95
Trackside Chicago - $38.95
Trackside East of the Hudson, McChesney - $38.95
Trackside Erie, Collins - $38.95
Trackside Lackawanna, Petersen - $38.95
Trackside Rio Grande, Ozment - $38.95
Trackside Around St Louis - $38.95
Trackside Santa Fe - $38.95
Trackside Under Pennsy Wires - $38.95
Trackside Union Pacific, Schmitz - $38.95
Trackside Western Pacific - $38.95
Trains Trolleys and Transit,. Williams - $23.95
Twilight of the Great Trains, Frailey - $39.95
Uintah Vol 1: Mack to Atchee - $41.59
Union Pacific Color Guide (Vol 1 or 2) - $38.95
Union Pacific Diesels (Vol 1) to 1959, Priest - $47.95
UP on Sherman Hill, Wolf - $38.49
UP Official Color Photography (Vol 1 or 2), LeMassena - $38.95
UP Directory, Strack - $15.95
UP: Salt Lake Route, Hemphill - $47.95
Virginia & Truckee, Ferrell - $39.95
West Virginia Narrow Gauge: Manns' Creek, Lane, Schenpf - $23.95
Wheat Kings, McDonell - $23.95
When Railroads Went to Beach - $39.95

VIDEOS

B&O Odyssey Vol 1(Pentrex) (Video or DVD) - $23.95
Conrail Big Four: Indianapolis-St. Louis (Green Frog) - $23.95
Conrail Horseshoe Pushers (DIW) - $27.95
Conrail Pittsburgh Line Blues (Pentrex) - $15.95
Conrail Pittsburgh-Crestline (Green Frog) - $31.95
Conrail Winter (Green Frog) - $23.95
CSX V9 (Willard-Dreshler) (Green Frog) - $23.95
CSX V10 (Augusta-Spartanburg) (Green Frog) - $23.95
CSX V11 (Greenwood-Atlanta)(Green Frog) - $23.95
KCS Meridian Subdivision (Pentrex) - $23.95
LV: Penobscot Mountain (DIW) - $27.95
Milwaukee (3-tapes) (Pentrex) - $39.95
PRR: Army Navy Game - $27.95
PRR: Steam/Electric 1936-52 (DIW) - $27.95
PRR: Steam/Electric 1955-62 (DIW) - $27.95
PRR in New Jersey (PRSL, NY&LB) (DIW) - $27.95
PRR: Philadelphia Terminal (DIW) - $27.95
Rails to Kansas City (Pentrex) (Video or DVD) - $23.95
Reading in Transition (DIW) - $27.95
Steam on the Northern Pacific (Green Frog) - $23.95
Street Running (Pentrex) - $23.95
Sunrise/Sunset (V2), Rochelle, IL (Pentrex) - $15.95
Twentieth Century on TV (Pentrex) - $11.95
UP Turbines (Pentrex) - $15.95
Working on the Railroad (Pentrex) - $23.95

TROLLEY TAPE VOL.2

Relive the vintage days of trolleys and interurbans. See cars from Brill, St. Louis Car Co., Pittsburgh Car Co., Third Ave. Railway, Waggonfabik Witzer. Peter Witt and PCC cars, closed and open summer cars, single and double truck cars and some of the most interesting trolley museums in America. 60 minutes..... $39.95

NY STATE RES. ADD 8.25% STATE TAX.
ADD $3.25 PER ORDER SHIPPING

HI-IRON RAILROAD VIDEOS
PO BOX 155, MASPETH, NY 11378
http:/www.hi-iron.com • send sase for catalog

MOBILE GAIN ANTENNA

Tuned to Railroad Band
as reviewed in Railfan & Railroad

- Increased range
- 5/8 wave, 3db gain
- Tuned for optimum Sensitivity, 160-161 Mhz.
- Heavy-duty magnetic mount - other options

$62 PLUS $6 SHIPPING
Specify scanner type

Railcom 901-755-1514
Box 38881, Germantown, TN 38183

Carl Loucks
...SELLING RAILROAD TIMETABLES
P.O. Box 484, North Haven, CT 06473

Public Timetable Special:
Schedules, equipment, name trains, branch line passenger service, maps, ads...the history of passenger service. A set-one from the 1940s, one from the 1950s and one from the 1960s. Choose a set from your favorite road...ATSF, ACL, B&M, B&O, CB&Q, C&EI, C&NW, C&O, CV, D&RGW, D&H, DL&W, ERIE, GN, IC, L&N, LV, MILW, MP, NH, NP, NYC, N&W, PRR, SLSF, SOU, SP, UP, WP.

Each set, three timetables $25.00
Any five sets, 15 Timetables $100.00

Employee Timetables:
Mile by mile station lists, signals, interlockings, mile posts, speed limits, method of operation, all main and branch lines, operating instructions. Our catalog lists over 1,000 railroads and divisional ETTs. Send a SASE for latest catalog.

Employee Timetable SPECIALS:

ATSF - System 10/92	$20
CSX - Indianapolis Div 6/99	$20
D&RGW - System 1/77	$25
Lehigh Valley - System 8/75	$25
Milwaukee Road - System 10/82	$20
NS - Tennessee Div 12/98	$20
UP - System 10/95	$20
ANY THREE ABOVE	**$50**

Monthly catalog sent with each order. Every customer receives catalogs for at least a year.

Master Card/VISA/American Express
Fax (203) 234-2729
ct.direct.mail@snet.net

Officers of the Oklahoma Railway Museum and Burlington Northern Santa Fe pose for pictures at the Oklahoma City Santa Fe depot after the railroad donated FP45 No.90 to the museum on December 21, 2000. Originally Santa Fe 100, No.90 is the first FP45, built by EMD in 1968.

Burlington Northern-Santa Fe merger, all of the FP45s have been retired, and several have been donated to railway museums. No.90 — which originally wore the number 100 — was the last one on the BNSF roster at the time of its donation, and has been sitting in storage at Topeka for the past year.

The Oklahoma Railway Museum, which is slated to open in late spring 2001, is a project of the Central Oklahoma Rail Club (Central Oklahoma Chapter NRHS) and is located at 3400 N.E. Grand Boulevard in Oklahoma City. This is a developing museum located on what remains of the old Katy line which ran northeast from the Bricktown area. The former Santa Fe depot from Oakwood, Oklahoma, has been relocated to the museum site, and the exterior has been fully restored in traditional AT&SF colors of Colonial Yellow and Spruce Green. Track has been laid in front of the depot which is connected to small segment of the MKT main line that the museum is rehabilitating for train rides and excursions.

The museum also maintains a sizable collection of rolling stock which will be displayed around a 100-foot turntable salvaged from the former Frisco Oklahoma City yard. Locomotives include former Burlington Northern F9 No.814 (donated by BN in 1983) and former Oklahoma Gas & Electric Co. 0-6-0T No.5, which was built by Porter in 1943 for the U.S. Army Corps of Engineers. The group also has many rare freight cars and passenger cars from the defunct *Watonga Chief Dinner Train.*

When it opens this year, the Oklahoma Railway Museum will be a working museum where the public can view the ongoing restoration and maintenance of historic railway equipment. Coupled with a train ride behind vintage diesels, the ORM will undoubtedly become one of the most popular railfan attractions in the state. — Thanks to Tom Elmore.

PLEASE SEND correspondence concerning LINESIDE LEGACY directly to Jeff Terry, 1220 East 5th Street, St. Paul, MN 55106, or via e-mail: *lineside@railfan.com.* Please send photos directly to RAILFAN & RAILROAD, P.O. Box 700, Newton, NJ 07860.

Wilmington & Western back on track

In September 1999, Hurricane Floyd did over $2.5 million worth of damage to the Delaware tourist railroad Wilmington & Western. Two wooden trestles were completely destroyed and six more badly damaged, with many washouts along the track which parallels Red Clay Creek. Thanks to Federal assistance, public donations, and the hard work of contractors and the W&W volunteer track team, the railroad is back in service from Greenbank Station to the Mount Cuba picnic grove.

The first trains operated over the repaired portion of the railroad on Friday, November 24, 2000, with regular operations resuming on the 25th. The largest projects were the replacement of two washed out trestles just west of Greenbank Station. The trestles were replaced with steel bridges resembling the older structures. The remaining six damaged trestles were repaired with wood timbers. The railroad will repair the remainder of the track to Hockessin, Delaware, by early 2001.

The Wilmington & Western has planned a "grand reopening" schedule for Saturday, May 19, 2001. A special steam train to Hockessin (pulled by former Atlanta, Birmingham & Atlantic 0-6-0 No. 58) will depart in the morning, along with a diesel train to Mt. Cuba. The exact schedule is not firm at press time, so contact the W&W at 302/988-1930 for details (or send a large SASE for the 2001 schedule to WWR, P.O. Box 5787, Wilmington, DE 19808), or check their web page at *www.wwrr.com.*

BIG STEAM AND LOTS MORE!

NEW! World's Greatest Steam Locomotives
A Comparison of C&O 2-6-6-6, N&W 2-6-6-4 and UP 4-8-8-4

by Dr. Eugene L. Huddleston

144 Pages hardbound with over 150 B&W and Color Photos on 100 pound enamel stock

A detailed but very readable comparison and operational history of the three greatest simple articulated steam locomotives of all time complete with statistics and background. Also puts these superpower locomotives in context with Steam-Turbines and contemporary European designs. An added bonus is a special tribute to the N&W Y6 Mallet. A big steam fan's delight! Wonderful action photos, many previously unpublished. A must for steam fans, N&W, C&O and UP buffs as well as anyone interested in the last and greatest of the giant locomotives. *Due late winter.*

Only $29.95 + $4 S/H

Special for $24.95 + $4 S/H before March 31, 2001

NEW! Southern Pacific Passenger Train Consists and Cars 1955-58

by Harry Stegmaeir

112 Pages hardbound with over 100 mostly color photos and illustrations on 100 pound enamel stock

A reprint of a 1955 (updated to 1958) SP passenger train consist book with introductory data, accompanied with color photos of the cars that would have appeared in the consists of the period, as well as other pertinent materials. Color throughout! An excellent snapshot of SP passenger operations in the mid-1950s. Maps and other relevant coverage. *Due late spring.*

Only $39.95 + $4 S/H

Special for $34.95 + $4 S/H before March 31, 2001

NEW! Chesapeake & Ohio Passenger Cars In Color

by Harry Stegmaier

108 Pages hardbound with over 150 Color Illustrations on heavy stock

Outstanding color photos of C&O passenger cars and trains post-World War II to Amtrak. Last heavyweights, headend cars and some coaches. Massive 1950 lightweight car order from Pullman-Standard is the centerpiece. Ill-fated Budd-built *Chessie* equipment of 1948 is also covered. Summary roster data, painting and lettering data for the interest of modelers. Interior views, information about where the cars were used. A superior work. *Expected winter.*

Only $32.95 + $4 S/H

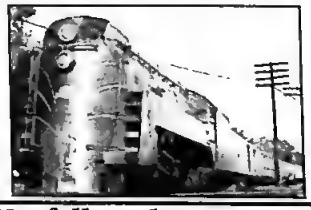
Special $26.95 + $4 S/H before March 31, 2001

NEW! Chicago and Northwestern Passenger Cars

by Patrick C. Dorin

112 Pages hardbound with black and white and color illustrations on 100 pound enamel stock

This new book presents floor plans and photos of a wide variety of C&NW passenger equipment in a handy 6" x 9" format. *Expected late winter.*



Only $19.95 + $4 S/H

Special $17.95 + $4 S/H before March 31, 2001

Richmond, Fredericksburg and Potomac Passenger Service, 1935-1975

by William E. Griffin, Jr.

112 Pages hardbound with over 150 B/W and Color Illust. Color Covers

Only $26.95 + $4 S/H

Special $21.95 + $4 S/H before March 31, 2001

Missouri Pacific Lines- Freight Train Services and Equipment

by Patrick C. Dorin

160 Pages hardbound with over 200 B/W and Color Illus. Color Covers

Fast time freights, perishable trains, tonnage trains and local freights were only part of the diverse picture. Coal and ore were another facet. Excellent for modelers, historians and freight car fans. *Due late winter.*

Only $28.95 + $4 S/H

Special $22.95 + $4 S/H before March 31, 2001

Norfolk and Western Passenger Service 1945-1971

by William Warden, revised by Kenneth L. Miller

144 Pages hardbound with over 200 B/W and color Illustrations, Color Covers

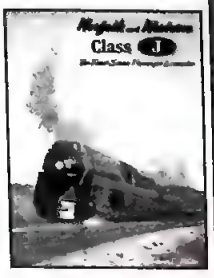
Only $28.95 + $4 S/H Special Price of $21.95 + $4 S/H before March 31, 2001

Norfolk and Western Class J The Finest Steam Passenger Locomotive

by Kenneth L. Miller

144 Pages hardbound over 200 B/W and color Illustrations. Color Covers

Only $28.95 + $4 S/H Special $22.95 + $4 S/H before March 31, 2001



ORDER FROM: TLC PUBLISHING • DEPARTMENT RF

1387 WINDING CREEK LANE • LYNCHBURG, VIRGINIA 24503-3776

Sorry, no telephone or credit card orders accepted • Virginia Residents Add 4.5% State Sales Tax Foreign Orders add $4.00 per book extra

Maximum Shipping and Handling For Single Order is $7.00

NOW IN STOCK AND READY TO SHIP:

STEAM & DIESEL ON THE NICKEL PLATE ROAD VOLUME 3

Photo by Donald J. Krofta

From 16mm film by Donald J. Krofta, the third volume in our series on the Nickel Plate Road. Covers former Wheeling & Lake Erie 2-8-4's in the NKP 800 series plus other ex-W&LE steam power such as 2-8-2's and 0-8-0's.Some 700 series NKP Berkshires and a few diesels are included. The action takes place in Fremont, Bellevue, and other northern Ohio locations during the mid-1950's. The W&LE 2-8-4's were Alco-built and based on the Van Swearingen 2-8-4 design but had a different appearance. While several of the NKP 700's were preserved, none of the 800's survived so this footage is a great record in classic black and white with color highlights.

Also included is the resurrection of NKP Berk 759 from the Steamtown collection by High Iron Company (Ross Rowland) in 1968. You'll see the christening of the engine at Conneaut plus excursions in 1968 and 1969, including the "Golden Spike Limited". This footage is all color.

The program runs 1 hour and 8 minutes and we've applied real NKP sound effects, including real sounds of the 800's recorded by Don's friend Jim Hawk. Minimal narration for better audio enjoyment. Maps of the NKP and the featured area are shown.

Order item 034.3 $39.95 plus $4.00 p&h.

Still available: Volumes 1 and 2

Volume 1 (item 034) features NKP 700 series Berkshires in service during the 1950's between Ft. Wayne, IN and Bellevue, OH.

Volume 2 (item 034.2) covers NKP action from Bellevue, OH to Erie, PA, also in the 1950's. Both have great color and classic b&w footage of the 700's, a few 800's, Mikados, and first generation diesels.

This series offers an extensive look at NKP in its pre-N&W days.

Both tapes are about an hour in length and are priced at $39.95 each.

The LINCOLN FUNERAL TRAIN

Here is the complete story of this unique moment in history as told by Lincoln scholar Dr. Wayne Wesolowski of Benedictine University. Photos of the real train and funeral sites plus footage of similar trains that exist today are used to illustrate the operation. A one inch scale model of Lincoln's private car and one of the locomotives that pulled the train are also included. Actor Max Daniels presents Lincoln's farewell speech, given at Springfield when Lincoln departed for Washington after his election. Actual music from the funeral is played by the First Brigade band of Wisconsin. Running time is 28 minutes.

Order item WAR-007
$19.95 plus $4.00 p&h.

All tapes are VHS NTSC. Sony, PAL not available at this time.
Please add $4.00 p&h for 1 tape, $1.00 for each add'l.
FL residents add 6.5% sales tax

VISA/MC orders call toll free

1 (800) 783-3886

Mail orders send check or money order to:

Herron Rail Video
2016 N. Village Ave.
Tampa, FL 33612

Web Page: www.herronrail.com

In Focus

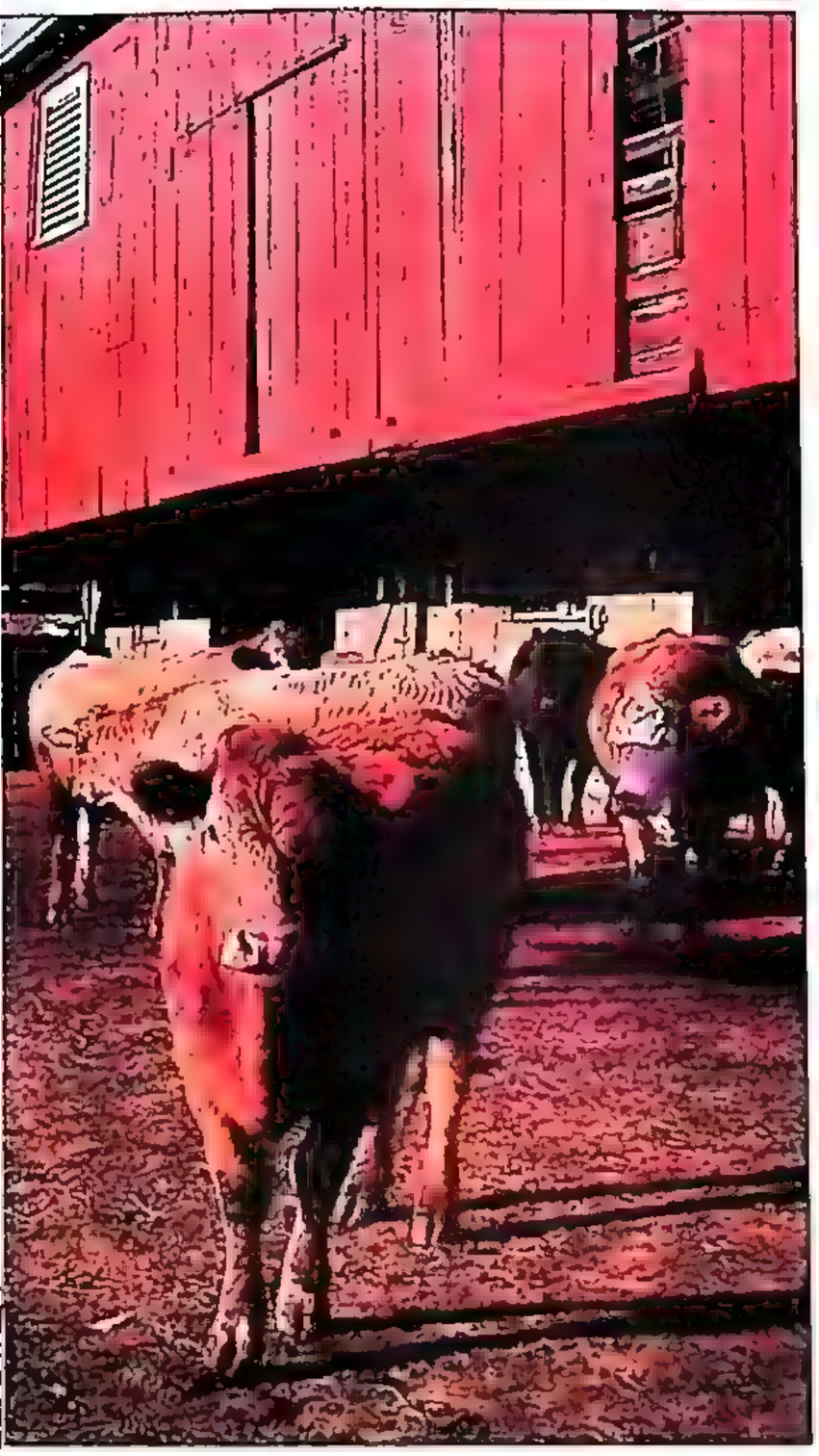
News-feature

Western Maryland winter weekend

THE COMBINATION OF STEAM and (some) snow made for a great weekend of photo freight trips over the Western Maryland Scenic Railroad between Cumberland and Frostburg, Maryland, from January 5-7, 2001. Organized by Carl Franz, WMSR 2-8-0 No.734 averaged about 30 runbys a day for the event, with falling snow on Friday, snow on the ground for Saturday and bright sunshine on Sunday. Highlights included a run around John Helmstetter's farm (**above**) and crossing over

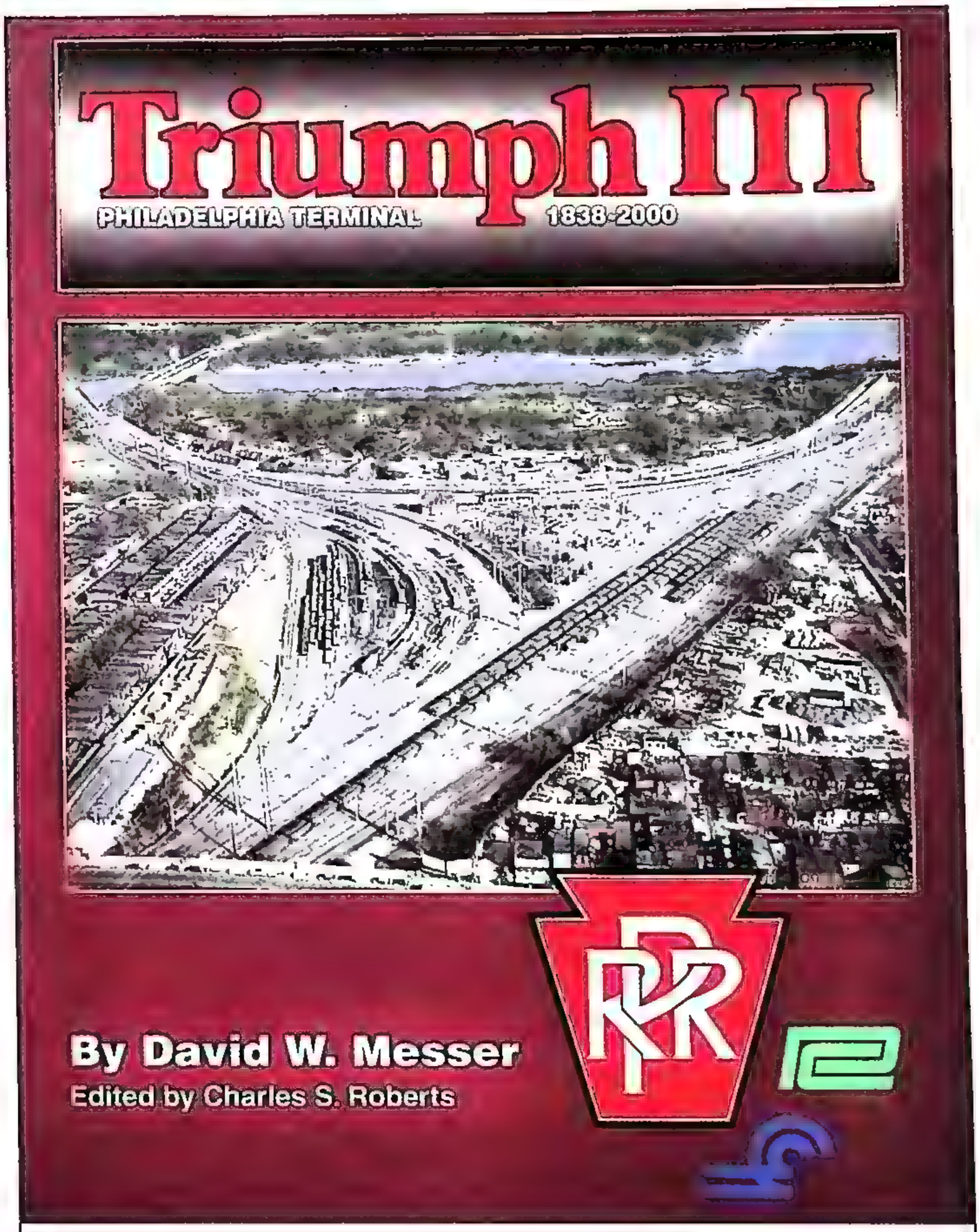
STEVE BARRY / LIGHTING BY JOHN TULLY AND STEVE BARRY

CARL FRANZ



the ex-Western Maryland right-of-way on the Cumberland & Pennsylvania (**below right**) on Sunday and a Saturday night photo at the west end of Brush Tunnel (**below left**). The Friday and Sunday trips were limited to 35 passengers riding the caboose. — *S.B.*

CARL FRANZ



Now the third volume in the epic *Triumph* history series of PRR, presenting the complex and fascinating subject of Philadelphia Terminal with unprecedented thoroughness and clarity … including comprehensive studies of the Stations, the Main Line, Schuylkill Division, dramatic Junction Railroad battles, collapse of Penn Central, the Rise and Fall of PRR as well as the myriad other lines and wars endemic to PRR's home citadel… a "Philadelphia Story" in railroad history. This offering of 400 pages features 644 maps, illustrations and photographs (76 in full color), most published for the first time and including an exclusive aerial study in color. Hardbound with five-color cover, enamel paper throughout, 8½x11" format. At serious dealers or order direct. *Satisfaction guaranteed, as always.* $65.00 plus $7.00 delivery. MD residents add $3.25 tax. Visa/MC welcomed.

BARNARD, ROBERTS & CO., INC.
"Books that make a Difference"
2606 Willow Avenue • P.O. Box 7344 • Baltimore MD 21227 • (410) 247-2242

IMPOSSIBLE CHALLENGE II
by Herbert H. Harwood, Jr.
B&O from Baltimore to Washington and Harpers Ferry 1828 to 1994. Hard, 432 pages, 482 illus. (42 full color). 8½ x 11". $65.00, $5.00 delivery, $3.25 MD tax. BARNARD, ROBERTS & CO., PO Box 7344, Baltimore, MD 21227. (410) 247-2242. VISA/MC. At serious dealers.

LATEST 2000 LOCOMOTIVE ROSTERS
UP, BNSF, NS, CSX, CN, CP, KCS
+750 ROSTERS OF ALL CURRENT RAILROADS
CALL TOLL FREE
1-877-768-1828

THE DEPOT ATTIC
AT STRASBURG
PO BOX 278
STRASBURG, PA 17579
AUTHENTIC AND ORIGINAL RAILROAD COLLECTIBLES OF EVERY DESCRIPTION
NEW BOOKS, USED BOOKS, RARE BOOKS, HARDWARE, CHINAWARE, SILVERWARE, TIMETABLES, BROCHURES, POSTERS, SIGNS, SIGNALS, PASSES, PRINTS, LANTERNS, LAMPS, PAINTINGS, BADGES, ETC.
ANYTHING & EVERYTHING RAILROAD!
SEND $2.00 FOR CATALOGS
PHONE (717) 687-9300

Colorado Railroad Museum
Your best source for railroad books and videos with new titles constantly being added to our inventory.
CALL US FIRST!
800-365-6263
Museum members receive discounts!
Our free 2001 Catalog of books and videos now available.
P.O.Box 10,
Golden, CO 80402-0010
303-279-4591
fax 303-79-4229
www.crrm.org

Railroadiana

New product news and reviews

Reproduction SP heralds

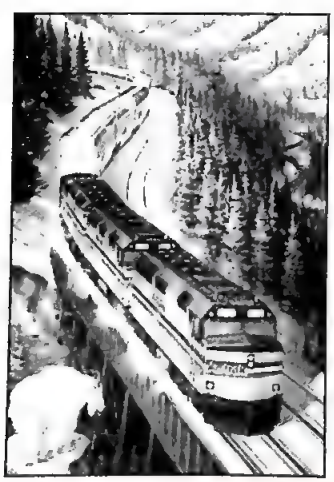
Two new reproductions of the etched stainless steel nose heralds used by Southern Pacific on F, E and PA diesels are available from RR ARTifacts, a division of Sundance Marketing, Inc. The emblems have been recreated exactly as the originals were made. Working from SP drawings, it was evident that the original emblem was hand-drawn. The design exhibits many idiosyncrasies; for example, the sun's rays

and crossties are not evenly spaced or uniform, and the ballast is irregular.

SP-1 is a full-size 22¼" diameter reproduction made of 14 gauge stainless steel, deeply etched and color filled, made to exact Southern Pacific specifications. SP-1 includes mounting holes and is available for $395.00 plus $23.00 shipping. SP-2 is an 11⅛" diameter, half-size reproduction made of deeply etched and color filled .032 gauge stainless steel. SP-2 has no mounting holes, and is available for $95.00 plus $8.00 shipping. Allow four to six weeks for delivery. Order from Sundance Marketing, Inc., P.O. Box 4957, Portland, OR 97208; 503/233-3908 or *www.sundancepins.com.*

ART PRINTS

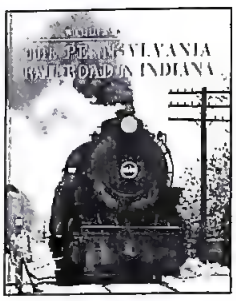
Four new full color prints by artist Craig Thorpe are available from Trackside Prints & Hobbies, P.O. Box 690503, Houston, TX 77269-0503; *www.tracksideprints.com.* Measuring 14"×18", subjects include the Amtrak *Empire Builder* in Glacier National Park (pictured); BNSF Dash 9s in Crozier Canyon, Arizona; a CSX AC6000CW



running along the Mohawk River in New York and a scene featuring UP AC6000CWs at the Long Beach intermodel facility. Each print retails for $25.00, plus $5.00 shipping per order. A 50-page illustrated catalog of prints plus a list of brass models for sale are available for $2.00.

BOOK REVIEWS

The Pennsylvania Railroad in Indiana

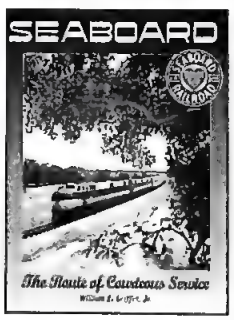


By William J. Watt, from Indiana University Press, 601 North Morton St., Bloomington, IN 47404-3797; 800/842-6796; 208 8 ½" × 11" pages; $49.95

This study of the PRR in Indiana is from the scholarly viewpoint, and outlines the devel-opment of the railroad and its impact on the Hoosier state. Known as the "Standard Rail-road of the World," the PRR had a strong influence on the economy of Indiana. At one time, this benevolent behemoth operated over 25% of Indiana's trackage. Much coverage is given to each of the many entities that were destined to become part of the PRR lines. Photo representation is of marginal quality but good content. Included in this discussion is the formation of Penn Central and of Conrail. Much angst is given to what occurred or should not have occurred. But there again, it's all history.

Overall, this book is targeted toward the railroad historian or scholar. But for the die-hard Pennsy fan the book will be a must for their library. — *KERMIT GEARY, JR.*

Seaboard Air Line Railway, The Route of Courteous Service



By William E. Griffin, Jr., from TLC Publishing, Inc., 1387 Winding Creek Lane, Lynchburg, VA 24503-3776. 222 8 ½" × 11" pages; $29.95.

The Seaboard Air Line, one of the many components of the current CSX, has stirred the hearts and minds of people for many years. After all, who hasn't heard of the *Silver Star,* the *Silver Meteor,* and especially the *Orange Blossom Special,* names that sparked the imaginations of many song writers and musicians over the years.

This book follows the development of the SAL from the humble beginnings in 1832 of the Portsmouth & Roanoke Railroad through its final combinations between 1895 and 1900 to become the Seaboard Air Line. The term "Air Line" was deemed in

the 1870s to mean the shortest distance between two points. Hence, the Seaboard Air Line was the shortest distance on the seaboard between Richmond and Miami.

Good coverage of the steam locomotive fleet is presented, including many good quality photos and diagrams. Coverage of early gas and diesel motor cars is quite thorough. The majority of the book covers diesel operations. Many high quality b&w photos of the early diesels from EMD and Baldwin are of particular interest, as are the color photos. Individual passenger trains are covered, as are many of types of passenger cars. Diagrams of the interiors are a good touch. Freight cars and cabooses are covered as well.

After photographing the tattered remains of the SAL in the middle 1980s while working for a railroad supply company, I was pleasantly surprised by the reverence shown to the SAL by the oldtime employees. Although the railroad was in transition from Family Lines to Seaboard System, sentiments were still strong. Today, 33 years after the demise of the SAL, the proud name of the Seaboard exists, albeit as the "S" in CSXT (Chessie Seaboard Combined Transportation). Overall, it's a great book and a worthy addition to every library. — *KERMIT GEARY, JR.*

West Virginia Narrow Gauge — Mann's Creek Railway

By Ron Lane and Ted Schnepf, from TLC Publishing, Inc., 1387 Winding Creek Lane, Lynchburg, VA 24530-3776; 208 8 ½" × 11" pages; $29.95 plus $4.00 shipping.

It's hard to believe that a small narrow gauge railroad a maximum of 20 miles long could be the subject of a 200-plus page book (that's over ten pages per mile). But it is, and the authors do a great job of explaining the importance of this railroad and its relationship to the small area of West Virginia it served.

When you mention Shays and Climaxes, you automatically think of Cass and Mower Lumber. But this is narrow gauge operations at their best. Leaving the C&O connection at Sewell (west of Thurmond), West Virginia, and running eight miles to Clifftop, the railroad climbed over 1300 feet using only one switchback. The line then continued to Landsburg and beyond to various log loadouts. Not only do the authors keep you interested in the construction and operation of the railroad, but also provide good commentary about the towns and communities that grew up along the line. The many maps and drawings of individual buildings make this book invaluable to modelers of West Virginia narrow gauge logging and mining operations.

This is a great book not only for modelers, but also for historians and fans alike. The photo reproduction is great, the maps are excellent and the rosters are complete. You couldn't ask for more. — KERMIT GEARY, JR.

Travelin': One man's journeys from World War II to the end of the Millennium

By Robert W. Janssen, from Baltimore Chapter NRHS, Inc., P.O. Box 10233, Parkville, MD 21234; 92 8½"×11" pages; $17.95 plus $2.00 shipping.

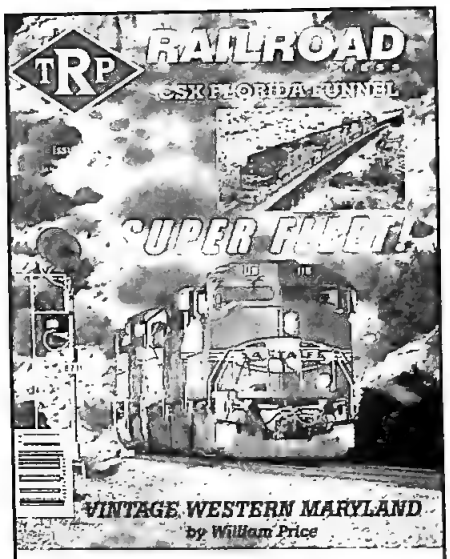
Back when I was editor of the Wilmington Chapter NRHS newsletter, I'd look forward to receiving the exchange newsletters from other chapters all over the country each month. And every month when I received the Baltimore Chapter's *Interchange*, I'd immediately turn to Robert Janssen's "Travelin'" column first. Each month Bob would recall one of hundreds — maybe thousands — of trips he took using public transportation from starting in the 1940s right up to the present. Rail lines, streetcar lines, even an occasional bus line were brought back to life thanks to the detailed notes Bob took on all his trips. Not only do we know the bus route Bob used to get from his house to reach Pennsylvania Station in Baltimore to begin one of his adventures, but we also get a glimpse of the hotels he stayed in, the pie he enjoyed at local drugstores and a general view of when life was less geared to the automobile. As the book's editor, Ken Mayleth, notes in the forward, "How many people do you think could tell you 40 years after the fact that the dinner they had at the Turf Cafe in Anaconda, Montana, consisted of a pork chop that was greasy?"

The Baltimore Chapter has taken many of Bob's columns and combined them into this book. The trips are not chronological, which actually adds interest, as trips from different decades seem to have their own character and jumping through the years keeps each story quite different from the one preceeding it.

In the first few pages we take a trip on the Maryland & Pennsylvania from Baltimore to York and an interurban trip on the Hagerstown & Frederick. Later, Bob rides the shortest railroad in the United States (the Pioneer & Fayette in Ohio, a half-mile long) and head for Alaska. A variety of NRHS Convention trips are included, as well as other excursions. Bob also tells the story of the only train wreck he was ever involved in, during a fan trip on the New Haven in 1963, where chartered RDCs were sideswiped by a passenger train. There's even the story of the only day Bob ever spent on the road where he didn't ride at least one vehicle of some sort.

The book is primarily text, with a sprinkling of photographs taken by Bob during his travels. Most photos run fairly small and they are grouped several to a page, but the reproduction is adequate. The photos whet your appetite so you look for the appropriate story in the book (three Western Maryland Alcos on a fan trip — let's see where *this* story is . . .)

This book is a pleasant read, one that you can pick up for just a few minutes to read one story. But like Lay's potato chips, it's hard to read just one and you'll likely find the time slipping away as you take part in Bob's trips. — *S.B.*



BIG BOLD

Railroad Photography in every issue of...

The RAILROAD PRESS Magazine

SHARP, CLEAR PHOTOS
VINTAGE GENERATION
LOCOMOTIVE NOTES II
GREAT MODELING REFERENCE!
1999 NEOGRAPHICS AWARD WINNER

AMEX VISA DISCOVER MasterCard

(800) 758-6406

☐ Please Send me one year of TRP (4 issues) for only $18

Send check, m.o. or credit card info to
TRP
PO Box 444-R
Hanover, PA 17331

Name
Street
City
State Zip
Phone ( ) -
Required for credit card orders
Card # Exp.
Circle One VISA AMEX DISC MC
Signature
Required for credit card orders

Dealer Inquiries Welcome!

www.alco628.com

A&R Productions

A great selection of vintage railroad videos!

All videos feature a carefully researched narrative, sounds and are mostly color. Among the lines featured are the New Haven, Pennsy, CV, N&W, ATSF, SP, Milw., CB&Q, WP, ET&WNC and many more! Ask your dealer to stock our videos or request our catalog.

PO Box 492, Kensington, CT 06037
(800) 246-5898
sales@a-and-rproductions.com
www.a-and-rproductions.com

GOING TO EUROPE?

For information on trains, rail passes, trip planning, food, lodging, and language, you'll need:

THE RELUCTANT RAILFAN'S INTRODUCTION TO EUROPE
$17.95
THE RAILFAN GUIDE TO SWITZERLAND
$17.95
THE RAILFAN GUIDE TO AUSTRIA
$17.95
EUROPE BEYOND THE TUNNEL
Compiled by Trevor Garrod
A rail travel guide to northern France, northern Germany, and Benelux
$12.95
Shipping: $3.05 first book, add $1.05 each additional book.

George H. Drury, Dept. RF
4139 W. McKinley Ct., Milwaukee, WI 53208-2765
Phone and fax: 414-344-7747
http://www.georgedrury.com
Wisconsin residents please add 5.6% sales tax.

L.M.T Video Presents 3 New Videos on the Susquehanna R.R.

Modern freight on the N.Y.S.& W. Go trackside along the Susquehanna's R.R. from Little Ferry, NJ to Port Jevis, NY. See lots of before and after footage of the R.R. along the way. 1 and 1/2 hours, $25.00

Susquehanna Steam 1998. Go trackside from Hawthorne, NJ. to Baird's Farm near Warwick, NY. See the Susquehanna's Steam Engine #142 in action along the way. 1 hour, $25.00

Susquehanna Steam 1999. Go trackside from Hawthorne, NJ to Baird's Farm near Warwick NY. See the Susquehanna's Steam Engine #142 along the way in the beautiful fall foliage. 45 min., $20.00

All three tapes are beautifully done in full stereo sound with music and narration. For shipping add $3.00 for first video. Add $1.00 for each additional tape. NJ residents please add 6% sales tax. Check or credit card accepted.

L.M.T. VIDEO
211 GREENWOOD AVE. MIDLAND PARK, NJ 07432
Ph: (201) 444-0052 Fax: (201) 444-9078

Check out:

www.
carstens-publications
.com

Subscribe, order back issues and books, get in touch with us . . . all on-line.

Videos

Reviews of new releases

B&O Odyssey - Volume 1

Pentrex, P.O. Box 94911, Pasadena, CA 91109-4911; 800/950-9333; 60 minutes; DVD or VHS; $29.95 each, plus $4.00 shipping. 60 min. $29.95 VHS or DVD 800/950-9333; *www.pentrex.com;* fax 626/793-3797

The transition years of the 1950s were a railfan's paradise — the last and best of steam running with the best of the first generation diesels and paint schemes. Emery Gulash, the well-known prolific 16mm Kodachrome shooter from Motown, has teamed up with Pentrex to bring us his welcome style of capturing the full rail scene. Matching Emery's fine footage is perhaps Pentrex's best audio dubbing of silent films to date. This tape shows some very nice action in Ohio, from May 1954 to October 1964. Under sunny skies, in summer or in snow, Emery uses good angles and high quality equipment to capture spotless Baltimore & Ohio equipment.

In 1954, we see some quick Pacific and Mikado activity in Butler, Pennsylvania, before moving to the Lorain, Ohio, docks, where 0-8-0s switch the yard, an EM-1 is on the table, a "Big Six" 2-10-2 is being serviced and a few steam freights and another S-1 do their thing. Also in '54 and '55 we see new Geeps and Es on the *Cincinnatian* (steam too), an excursion train and the *Ambassador.* Moving to 1958, we spend some time at Toledo's Rossford Yard where F-units make an entrance and non-B&O diesels make cameo appearances.

Enter the 1960s. The *Cincinnatian,* running from Detroit to its namesake town, is extensively covered in many scenes ranging from CUT to Toledo, including shots in the snow. Other passenger trains appear, including the *Shenandoah,* school trips such as the *Cherry Blossom Special,* and the Nickel Plate's *Westerner* pulled by PA's. Early B&O blue and gray diesels are everywhere (eventually giving way to the simplified blue "dip" job). We also see quick appearances of NYC lightning stripe units, and C&O, Wabash and Pennsy power. Not to be ignored is the extensive use of railroad structures as props in many scenes, including large and small stations, towers and bridges. Other locations shown include Fostoria, Toledo's Maumee River, and Wyandotte. Of historical significance is the last run of the *Cincinnatian* out of the Michigan Central station in Detroit, and the first run out of the C&O station after the merger.

This program is a must-have for midwest or B&O fans. In addition to shooting movies of then-common diesel trains that many of us just took slides of, Emery makes frequent use of the surrounding railroad scene to lend context and variety to the images. This tape is a very good collection of images, particularly if you're fond of the *Cincinnatian.*— *Tom Kelcec*

Illinois Railway Museum

Railway Productions, 8081 South Madison No.243, Indianapolis, IN 46227; 60 minutes, $19.95; VHS; 800/248-9670; *www.A-Trains.com;* fax 317/889-8144. Indiana residents add 5% sales tax; shipping $5.00 for first tape.

Here's a comprehensive, fast-paced and entertaining look at one of the largest, best and broadest ranging rail museums in the country, yet one which has not received its due in the video market. With its *Nebraska Zephyr* equipment used in various movies and sometimes borrowed by BNSF, we're familiar with IRM, but may not know a lot about the collection. I visited IRM some years back, and was duly impressed by the scope of it, their attention to detail and the lengths taken to preserve and restore the rolling stock. It seems only to get better every year.

Nick Kallas, general manager, gives us a tour of the facility while covering its history (started in 1953 with one piece, 340 pieces are now at its present site). We are treated to coverage (both static and operational) of equipment ranging from a horsecar to the first electric car used in Chicago, to PCC cars. Steamers include an operating ex-Frisco 2-10-0 (which we see being fired up and lubed for the day, then in runbys and in-cab footage), Santa Fe 4-8-4 2906 from the Chicago Museum of Science and Industry, CB&Q 4-6-4 3007, and a very rare N&W 2-8-8-2.

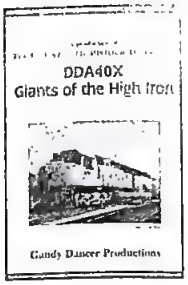
Chicago's "L" is well represented, and we ride one of its cars. Interurbans are represented by North Shore equipment, including the splendid *Electroliner,* in which we ride the cab. Good narration on the history of all the electric modes of transportation in and between cities is quite informative. Diesels at IRM are represented by 35 types, including the first GP7, the first F-M diesel, the only existing Baldwin centercab and BN's A-B-A set of former executive train units. Of course, there are shots of the CB&Q E5 and its *Nebraska Zephyr* consist in operation. We also learn about the all-volunteer organization, its structures and shops.

This is a very informative and well-done tape using the latest digital equipment. If you ever go to Chicago, do not miss this venerable institution located in the farmlands west of town. — *Tom Kelcec*

DDA40X Giants of the High Iron

Union Pacific Railroad Historical Society, P.O. Box 4006, Cheyenne, WY 82003-4006; 60 minutes, VHS; $19.95; add $4.00 postage in U.S.; $8.00 foreign, plus $1.00 for each additional tape.

The Union Pacific Historical Society has teamed up with Gandy Dancer Productions to bring us an overall look at the biggest diesel locomotives that ever roamed the



earth, appropriately on the Union Pacific. The source is vintage railfan movies, and includes some good narration, written by UP Steam Team member Bob Krieger. The package is very informative for locomotive and UP buffs, but much of the image quality (a combination of originals and transfers) is not up to current industry standards for sharpness, vignetting, technique, exposure and cleanliness. The modern video images here are quite fine.

That said, the tape surveys the history of UP's infatuation with big power from steam days through the gas turbine era. When that ended, the "Unlimited Power" railroad invited the diesel builders to design locomotives with two diesel engines in one carbody, running on old turbine trucks. All of the Big Three obliged, and we see footage of each builder's efforts. Only EMD got the long-term go-ahead, with a total of 47 DD40AX's ordered starting in 1968, numbered in the 6900 series in honor of the 1869-1969 centennial of the golden spike ceremony. We learn the specifications of the engines, how and where they ran, their death and resurrection, while the balance of the imagery consists of runbys out on the line, many on Sherman Hill, around Laramie, and a few shots in Green River. In modern times, the 6936 is shown in business car special and fantrip service. — *Tom Kelcec*

Milwaukee Road West

Charles Smiley Presents, 18351 Blackhawk St., Northridge, CA 91326; 818/366-2289; 67 minutes; VHS; $28.50 each, plus $3.00 shipping. CA residents add sales tax.

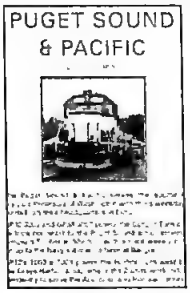
This tape is another in a series of educational, vintage footage by Charles Smiley Productions. Using the 8mm and Super 8 color films of four shooters, some black and white stills, and well-done maps, graphics and narration, we gain quite a bit of knowledge of the Milwaukee Road's history, operations, and electric locomotives. The coverage concentrates, as one would expect, mostly in the Rocky Mountain west, but there also are scenes of steam around Milwaukee and related lines. Interwoven throughout the program are glimpses of other operations in the region, including the freight and passenger operatoins of the Great Northern and Northern Pacific.

The initial history lesson contains nice color footage of the bi-polars, including on the *Hiawatha* and one in UP colors at Missoula. We continue with shots of the *Hiawatha* pulled by Little Joes on Pipestone Pass and at Butte, some clips of NP steam at Butte, NP's *North Coast Limited* and an NP A-B-B-A set of Fs pulling freight. Moving back to Chicago and environs, there are nice scenes of various competitors' operations as well as the Milwaukee, as we learn about the impact of the Burlington Northern merger on the "The Road." Back out west, we see the boxcabs in their final years, visit Avery's substation (with actual audio), and see Joes paired with diesels as the railroad declines. As the Milwaukee is abandoned in pieces, the last historical note describes how the Rock Island fit into this whole jigsaw puzzle. The program ends in the mid-1970s.

As with all Charles Smiley tapes I have seen, there is a lot of added value beyond just showing transferred, railfan-shot film footage. There are some fine vintage scenes here, others just average. Visual quality is quite good considering the sources, and the audio is fine. This tape is a good choice for Milwaukee Road fans and for those who want a primer on an important piece of railroad history between Chicago and Seattle. — *Tom Kelcec*

Puget Sound & Pacific

Bates Publishing, P.O. Box 1950, Weaverville, CA 96093; VHS, $29.95, 2 hours, 800/500-5586, or 530/623-2026; Visa, MC, check, money order; CA residents add 7% sales tax; Shipping — US and Canada $4.00 1st tape, $1.00 each additional tape, other countries $8.00 per tape.



For those who find California Northern and Arizona Eastern attractive, there is yet another operation of the parent company running from Puget Sound almost to the Pacific Ocean on the southern end of the Olympic Peninsula. Headquartered in Elma, there are three weekday Puget Sound & Pacific turns: northeast to Bangor, west to Aberdeen and Hoquiam, and south to Centralia. Power consists of GP10, GP30 and GP38 locomotives. Traffic is mostly big logs and finished lumber. The weather is more often than not clouds and precipitation, but the shy sun does poke out now and then.

Runbys are rather extensive as we follow each turn on its appointed rounds. At times, it can be tedious and repetitive for viewers used to fast main line trains. There is some slow-order running, some quicker, and a lot of switching. Many scenes are in the trees and foliage, or in towns or along roads; in other words, typical branch line fare. There are good descriptions of the operation and traffic in the video and supporting printed materials, as well as customers and interchange operations with BNSF and UP.

Three detailed color maps are included, showing the PS&P and related railroads, roads, and all camera angles — one of the high water marks for tape enclosures. Camera technique ranges from acceptable to good, and tighter editing would eliminate some marginal shots. The entire package is desirable if you plan to railfan the Northwest and want your reconnoitering done for you. Or, if you can't make it and want to gain an appreciation for one of today's log and timber common carrier operations still extant (as well as a private lumber mill railroad), you might want to look this tape over. — *Tom Kelcec*

MAINLINE STEAM CHARTER FOR 386 MILES!

MAY 26-27-28, 2001

- Photo run-bys
- Ex-CP 2-8-0 No. 3716 will be used
- Spectacular mountain steam railroading
- Charter steam to Kelly Lake, British Columbia
- Steam in the Cheakamus & Fraser River Canyons

BCRAIL

Call or write for our color brochure
(800) 359-4870 USA • (800) 752-1836 CANADA
(530) 836-1745 • Fax (530) 836-1748
http://www.trainsunltdtours.com

TRAINS UNLIMITED TOURS
P.O. Box 1997
Portola, CA 96122

SUSQUEHANNA

NEW YORK SUSQUEHANNA & WESTERN RR by John Krause & Ed Crist

The New York, Susquehanna & Western from Erie steam and railcars through RS1's to GP18's. Picturesque railroading in rural New Jersey is captured by a variety of skilled railfan photographers. Publisher Hal Carstens having a long association with the Susquehanna furnished both photos and encouragement to this project. 98pp.

TO ORDER CALL 1-800-474-6995

S&H in US $5.00 per book, Canada add $9.00, Foreign add $11.00. NJ residents add 6% sales tax, Canadians add 7% G.S.T. Payable in US funds. Please allow 4-6 weeks for delivery. Prices and availability subject to change.

Carstens Publications, Inc.

Conquering the Appalachians

by Mary Hattan Bogart

From the photos and records of W. C. Hattan a civil engineer, who built much of the Western Maryland and Clinchfield, this 216 page hard cover book chronicles railroad construction through the Appalachians and includes nearly 300 photos. $52.95 plus $4.30 shipping

Boston's Depots & Terminals

by Richard C. Barrett

Here is the story of Boston's depots in a 240 page hard cover book with over 300 photos and illustrations. $54.95 plus $4.30 Priority Mail shipping. ***Special price of $39.95 plus $4.30 Priority Mail Shipping until March 31, 2001.***

Upstate Odyssey

by Mary Hamilton Dann

Photo and text coverage of the Lehigh Valley Railroad from Geneva, west to Buffalo & Niagara Falls. $29.95 plus $3.20 Priority Mail shipping.

New York State orders must include applicable sales tax

RRP Railroad Research Publications
PMB 266, 3400 Ridge Rd W., Ste. 5
Rochester, New York 14626

Amtrak

ACELA EXCELS: Amtrak's Acela Express drew strong ridership, exceeded revenue projections and established high on-time performance during its first month of operation. Amtrak launched Acela Express on December 11, 2000, with a single weekday round trip between Washington, D.C. and Boston.

Between December 11th and January 5th, Acela Express attracted more than 11,000 customers and grossed more than $1.25 million in ticket sales, twelve percent over projections. The service ran every weekday over the four-week period, except on Christmas Day. Based on the same 15-minute tolerance accepted by the airlines, Acela Express averaged an overall on-time performance of 94 percent.

Amtrak will phase in the next two Acela Express round trips in late February, with a non-stop super express connecting New York and Washington in two hours, 28 minutes and a second round trip between Boston and New York. The new New England train will allow one-day trips from Boston to New York and back. During the first week of service, Amtrak substituted Metroliner equipment for two northbound Acelas due to pantograph problems. In both cases, the Acela equipment was repaired in time to be deadheaded north to cover the southbound schedule.

AMT

BILEVELS TESTED: Montreal's Agence Métropolitain de Transports tested a train of refurbished Chicago double deck commuter coaches in January. Amtrak F40PH 223 and AMT FP7 1302 were used on the first test train. The bilevels may be used on the Blainville line, which is said to be slated for additional trains this year.

Metra

NEW POWER, COACHES: Metra's oldest locomotives, the 15 3200-h.p. F40Cs built for service on the Milwaukee Road in 1974, will be replaced by new power in 2003 and 2004. Motive Power Industries of Boise, Idaho, will build 26 new 3600 h.p. four-axle MP36PJ-3 units based on the EMD F59PHI design. Of the new units, 15 will replace the F40Cs, while seven will replace other older units and four will be used for future new services. The new locomotives will haul the 250 new stainless steel gallery coaches recently ordered from Sumimoto.

Montana Daylight

TOUR TRAIN SOLD: Montana Rockies Rail Tours has been sold to RailQuest America of Sandpoint, Idaho. The *American Spirit* name has been dropped in favor of *Montana Daylight*. The train will operate on Montana Rail Link using MRL locomotives. The basic two-day train trip runs from Sandpoint to Missoula, Montana, on Fridays, and from Missoula to Livingston, Montana, on Saturdays, followed by a two-day return trip. Tour packages to the Glacier, Yellowstone and Grand Tetons National Parks are available in conjunction with the train trips. The 2001 season will run from July 12th through September 1st, and will offer a choice of four itineraries, from three days/two nights to eight days/seven nights. Travelers stay overnight at deluxe hotels and resorts. The traditional streamliner consist includes four coaches, three domes, a lounge, a diner, a power car and a crew car. For information, call 800/519-7245 or visit *www.montanarail-tours.com*.

CSX

COVERED WAGON SWAN SONG: In January, CSX put its remaining carbody-type diesels up for sale. Former Conrail E8s 4021 and 4022 were sold to Juniata Terminal, where they will be restored to their original numbers and paint schemes (PRR 5711A and Erie 833). FP7 418 and F7B 417 were sold to Eagle Canon Car Company, operator of the Potomac Eagle excursion trains, which had leased the units before they were recalled by CSX for business train service. The "cab unit" era on CSX is not completely over, though. F40PHs 9992 and 9993, which are leased from Amtrak, have been taken to Huntington Shops for the installation of larger fuel tanks, an updated train control system, and other modifications.

Canadian National

INTERMODAL INCREASES: Last year, Canadian National dramatically improved transit times on several key intermodal routes in an attempt to make its trains time-competitive with trucks. Schedules from Halifax to Toronto were cut by eight hours, and a full day was chopped out of the old Toronto-Vancouver timetable. CN saves time by adding more locomotives to improve running times, reducing terminal time and making faster crew changes. The railroad's "Need to Speed" has paid off big; CN's intermodal traffic grew 15 percent last year by its numbers (or nearly 12 percent using AAR figures), compared to about four percent industrywide. Need to Speed schedules will be implemented later this year on the former Illinois Central Chicago-Memphis route.

Ro-Ro to Mexico

CARFERRY SERVICE FROM MOBILE: CG Railway, Inc. started car ferry service from Mobile, Alabama, to Coatzacoalcos, Mexico, in late January 2001, using two 585-foot-long self-propelled roll-on/roll-off ships, the *Bali Sea* and *Banda Sea*. Each vessel holds 60 railcars, with 30-foot-high sidewalls for protection from sea water, with departures from each terminal every fourth day. Trip time is three days.

The new service provides an additional outlet for Canada/U.S./Mexico trade that gives railroads east of the Mississippi River direct, fast access to southeastern and central Mexico. The new service avoids border rail crossings and provides faster overall transit times while improving equipment utilization.

CG Railway is working with four major railroads in the United States and Canada — CSX Transportation, Norfolk Southern, Canadian National and BNSF. CG Railway's Mexican railroad partner, Ferrosur, is commited to improving service, investing in additional track maintenance, rights-of-way and equipment, and has recently acquired new, more powerful locomotives.

Wisconsin Central

CN TO ACQUIRE WC: On January 30th, Canadian National announced that it would acquire Wisconsin Central Transportation Corp. for $1.2 billion. Although the merger will require STB approval, Canadian National President Paul Tellier considers the acquisition a "simple, straightforward, pro-competitive, end-to-end combination. . . that will assure . . .service levels on the combined CN/WC. . . equal to, or better than, current levels."

Iron Road

REPLACEMENT POWER: With a recent court ruling directing Iron Road to return twenty-eight units leased from Helm (see March RAILNEWS), Iron Road Railways has leased 15 ex-Canadian National and Grand Trunk Western (Detroit, Toledo & Ironton) GP40-2s from Progress Rail Services. A pair of F40PH's that were to be leased from Amtrak last year remain undelivered at Amtrak's Beech Grove, Indiana shops. CDAC F40R 463 was completely rebuilt and released in CDAC paint, but not delivered. Work on CDAC 464 was started but never completed.

O. Winston Link

LINK PASSES; MUSEUM PLANNED: Roanoke, Virginia's Center in the Square has purchased the city's former Norfolk & Western passenger station, and plans to house in it a museum honoring legendary N&W steam photographer O.Winston Link, who died of a heart attack at age 86 on January 30th. The museum will be an extension of the History Museum and Historical Society of Western Virginia, based at Center in the Square. The museum will share the station with the Roanoke Valley Convention and Visitors Bureau.

Before his death, Link had agreed to sell the Center over a hundred prints, giving the group the largest public collection of his work. Link also planned to donate papers, cameras and sound recordings. He wanted Norfolk & Western 2-6-6-4 No.1218 to be a prominent part of the exhibit and display. "The 1218 belongs in Roanoke. If I can't have the 1218 part of it, I don't want to be bothered about it. I don't want to be involved unless I know the 1218 is under my control," Link said in a recent newspaper interview.

JAMES H. BOEGER

New *Ski Train* power

The three F40PHs leased from Amtrak for service on the *Ski Train* between Denver and Winter Park, Colorado were delivered on Amtrak's *California Zephyr* on December 7, 2000. Wearing the Grande Gold passenger scheme, the units received *Rio Grande Ski Train* decals at Denver. All three units were on the December 14, 2000, *Ski Train* (**right**). Substituting for No.242, Rio Grande GP60 3154 led Nos.283 and 289 through Coal Creek Canyon toward Tunnel One on December 28th (**above**).

CHIP SHERMAN

STEVE BARRY

F40Cs to be retired

Metra's fleet of 15 EMD F40C commuter locomotives, built in 1974 for service on the Milwaukee Road's Elgin and Fox Lake lines, will be retired starting in 2003. Ordered from MPI are 26 new, four-motor 3600 h.p. MP36PH-3 units, expected to be similar to the EMD F59PHI, which will replace the twice-rebuilt F40Cs and provide power for projected new services. F40C No.602 was crossing the Fox River in Elgin, Illinois in July 1993. See story on **page 26.**

NS Santa specials

On the weekend of December 9th and 10th, 2000, Norfolk Southern used equipment from the Monticello Railway Museum on the *Santa Claus Special*, which made six trip each day between Decatur, Illinois, and Niantic, where riders visited Santa in the village park. Equipment included Canadian National FPA4 6789, a CN steam generator car, three steam-heated Illinois Central coaches and Wabash F7 1189. This marks the fourth year in a row that NS has borrowed the museum's equipment.

STEVE SMEDLEY

JAMIE MILLER

Last beet campaign

At Dunnigan, California, UP SD40-2 3300, in a United Way commemorative paint scheme, leads the last train of sugar beets from Oregon's Klamath Basin to the Holly Sugar plant in Woodland, California, on December 28, 2000. With the closure of plants in Woodland and Tracy, the last sugar refineries in California are now at Brawley and Mendota — and both plants receive beets exclusively by truck.

MARK MAUTNER

Ramblin' *Rambler*

The Manufacturer's Railway of St. Louis has purchased Norfolk Southern SW1500 2312, specially painted and named River Street Rambler for service in the tourist district of Savannah, Georgia. The unit is in transit at TRRA's Madison yard in Venice, Illinois, on January 6, 2001.

ALEX MAYES

MARK MAUTNER

In with the new, in with the old

Union Pacific has received 25 new GE AC6000CWs featuring the winged shield nose logo. Brand-new No.7566 leads an eastbound stack train through Afton Canyon east of Yermo, California on January 13th (**above**). Meanwhile, the BNSF surge fleet has been busy; rare ex-Santa Fe SD39 No.6211 and an ex-BN C30-7 powered Gateway Western's East St. Louis-Kansas City train MESKSBN through Mitchell, Illinois, on December 23, 2000 (**left**).

CHIP SHERMAN

Denver's Big Boy moved

The Forney Transportation Museum had finished moving its railroad equipment to the new museum site near the Denver Coliseum by January 4, 2001. On December 14, 2000 the museum's former Union Pacific Big Boy 4005 derailed a wheel on the tight temporary track installed for its removal at Prospect Junction in Denver.

The Valley-Lake

Article and photography/Rich Borkowski, Jr.

EVER HEARD of Transtar? Not many have. Transtar is a privately-owned transportation holding company with its principal operations in railroad freight transportation, terminal dock operations, Great Lakes shipping and inland river barging. The company was created in 1988 when USX (formerly U.S. Steel) sold off its transportation assets. The companies included in the sale included seven railroads: Bessemer & Lake Erie; Union; McKeesport Connecting; Birmingham Southern; Lake Terminal; Duluth, Missabe & Iron Range; and Elgin, Joliet, & Eastern. Transtar also acquired the Pittsburgh & Conneaut Dock Company, the Warrior & Gulf Navigation Company, the Mobile River Terminal and the U.S. Steel Great Lakes Fleet. USX retained 49% of the stock in Transtar. The other 51% was owned by Blackstone Capital Partners, a New York based investment group.

On October 5, 2000, this all changed dramatically as USX and Blackstone agreed to a massive reorganization. After the dust settled, USX owned 100% of the stock in the URR, MKC, LT, EJ&E, and BS. Blackstone now owns the B&LE, P&CD, and DM&IR. The STB approved the transaction on November 22, 2000.

The Valley-Lake Connection

USX still has significant steel mill operations in the Monongahela River Valley, ten miles south of Pittsburgh. Four of the Transtar companies serve these mills, directly or indirectly. They include the B&LE, URR, MKC, and P&CD. In the fall of 1998, a newsletter called the *Valley-Lake Connection* was created to provide employees with current information on these railroads. A number of changes have taken place on the USX railroads in the last two years, and this article will detail them as we explore the four components that make up the Valley-Lake Connection.

Pittsburgh & Conneaut Dock

The Pittsburgh & Conneaut Dock Company is situated along Conneaut Harbor on Lake Erie at Conneaut, Ohio. Operations began in 1892 when the steamer *Charles J. Kershaw* arrived with 1130 tons of iron ore from Minnesota. Over the last 108 years, the P&CD has evolved into a state-of-the-art terminal operation. Today, the docks have three separate areas for the transportation and storage of iron ore, limestone, and coal.

The dock's most famous commodity is iron ore. The current iron ore facility was installed in 1973 and has been upgraded several times over the past three decades. Inbound iron ore arrives in self-unloading lake boats. All iron

Connection

Transtar's steel-hauling railroads

ore unloaded at Conneaut is destined for the blast furnaces of the USX Mon Valley Works' Edgar Thomson Plant in Braddock, Pennsylvania. As the ore is unloaded, it is placed into a 11.2 million ton storage facility. The iron ore is later loaded into hoppers and shipped south to the mill, which is located on the Union Railroad. Under a special agreement between Transtar and USX, all ore loaded at Conneaut will be spotted for dumping at the Edgar Thomson Plant within 24 hours. The other commodity which arrives at Conneaut via the lakes is limestone, which moves in large quantities to Mercer Lime in Branchton, a customer on the B&LE.

The coal facility at Conneaut is one of the country's most efficient and flexible, and the PC&D offers coal blending capabilities found nowhere else on Lake Erie. The coal arriving at Conneaut is mined in several states, including West Virginia, Kentucky and Pennsylvania. Unlike some facilities which close during the winter, the PC&D can store and sort coal year-'round. This makes Conneaut an attractive choice for coal companies that experience seasonal peaks in consumption. The docks have an annual throughput capacity of 15 million tons.

Rail service at the Pittsburgh & Conneaut Dock Company is provided by a small stable of elderly units that are assigned there by the B&LE. The docks have always been a favorite place with railfans, as many unusual units have shown up in P&CD service over the years. Frequently, these units were running out their final miles. Through the end of 2000, the PC&D was using four F7s, two SW1500s, and a single SD7. In December 2000, the F units and the SD7 were sold by Transtar in an online auction.

PREVIOUS PAGE: **Viewed from the Train Movement Director's office in Duquesne, a Union train from Irvin works the yard in the foreground as a light engine move from the McKeesport Connecting heads back to Duquesne yard. The bridge on the left carries the Union main over the Monongahela River, while the other is on Norfolk Southern's Port Perry Branch.** TOP: **Conneaut yard is always busy; a lake boat is tied up at the wharf. The conveyors visible in the background are part of the coal handling system.** ABOVE: **Four Bessemer F7s and an SD7 enjoyed extended lives on the Pittsburgh and Conneaut Dock. F7A 715 was in P&CD yellow paint, while F7B 722B was still wearing Bessemer orange in this August 2000 photo as the pair pulls a cut of hoppers through the coal dumper at Conneaut. Former DM&IR SD-M's and ex-Conrail SW1500s have replaced the old classics in P&CD service.**

The Bessemer & Lake Erie

Today's B&LE is primarily a bridge route between the docks on Lake Erie and the industries of southwestern Pennsylvania. Iron ore moves south from Conneaut to North Bessemer for interchange with the Union Railroad. Coal arrives from both the URR interchange and from CSX at Shenango Yard. The "black diamonds" are hauled north to Conneaut Docks.

The breakup of Conrail has had a positive impact on the Bessemer's traffic levels, as both CSX and NS have operated run-through trains over the B&LE. On June 6, 1999, the Bessemer began moving CSX coal to Conneaut using B&LE crews from Shenango Yard north. Trains of coal bound for Ontario Hydro plants are delivered to the PC&D for transshipment to lake boats, while others are picked up by CSX crews for movement east over the ex-Conrail main line. The primary purpose of this route is to avoid

congestion on the Norfolk Southern Youngstown Line between Ashtabula and Youngstown. NS also has trackage rights over the B&LE, and operates occasional detour trains between Wallace Junction and Shenango.

Except for the Erie and Conneaut Branches, the entire B&LE is controlled by a computerized CTC system. Rather than a dispatcher, the B&LE has a Train Movement Director (TMD) who operates the CTC system and is responsible for all train operations. The TMD is located in the Duquesne office building housing both the Union Railroad and Bessemer. On daylight shift, the B&LE and URR have separate TMD's, while on second and third shifts, a single employee controls both railroads. The building sits atop a hill in the Monongahela River Valley, and its windows provide the TMD with an incredible view of all railroad action in the Port Perry area.

The B&LE motive power fleet has experienced numerous changes recently. All the first generation

LEFT: **A trio of Bessemer tunnel motors rest at Greenville Shops after their first revenue trip on January 5,2000.** BELOW: **Three SD40T-3s and an SD38AC lead a southbound ore train through Butler, Pennsylvania on July 11, 2000. The building in the distance is the engine terminal of the Buffalo & Pittsburgh Railroad, a B&LE interchange partner.**

Transtar Roster

Bessemer & Lake Erie

SW1500	150-154	Ex-Conrail 9512, 9542, 9556, 9515
SW1500	160-161	Ex-Union 6, 8
SD7	454	Retired 12/00
F7A	715, 719, 722	Retired 12/00
F7B	715B	Retired, 12/00
SD9	830	Assigned to Union; retired 1/01
SD9	844-845	Assigned to Union, remote control; retired 1/01
SD-M	858-859	Ex-DM&IR 319, nee 191; DM&IR 322, nee182
SD38AC	866-869	
SD38-2	873	
SD40T-3	900-910	Ex-SP 9289; 9232; 9189; 9351; 6816 nee SSW 9269; 9286 nee SSW 9286; 9348; 6887 nee 9305; 6827 nee SSW 9301; 6890 nee SSW 9277; 6825 nee 9229

Union Railroad

SW1500	1-5, 7, 9	
MP15	10-33	
SD38-2	50-54	Ex-B&LE 870, 872, 876, 879, 890

Roster information from Ken Ardinger and Rich Borkowski, Jr.

diesels have been retired since 1998. The first change was the acquisition of two SD-M's from Transtar partner DM&IR. These units are SD9s that were rebuilt by the Missabe's Proctor Shops. They arrived on the Bessemer in June 1998, and were renumbered Bessemer 858 and 859 respectively. They were used on B&LE road trains for about two years before being moved to Conneaut.

On May 16, 1999, Helm Leasing delivered SD40M-3s 6502 and 6505-6507, remanufactured from SD45s, for testing. The tests proved three rebuilt units could replace four SD38-2s. After the Helm units were returned, the Bessemer turned to Boise Locomotive for a total of eleven units, with the first seven rebuilt in Idaho by Boise and the final four being constructed from kits at the Missabe's Proctor Shops. All eleven units were rebuilt from SP and SSW SD45T-2s. On the B&LE the

Transtar's steel-hauling railroads

OPPOSITE: **B&LE SD18 853 pulls a track geometry special south past a Buffalo & Pittsburgh crew picking up empty hoppers with Rochester & Southern 102 and 101 at Calvin Yard in Butler, Pennsylvania. Here, the B&P delivers CSX coal trains from New Castle, Pennsylvania, to the Bessemer for delivery to Conneaut.** ABOVE: **At the south end of Shenango Yard, the Bessemer crosses Norfolk Southern's former Erie Meadville line at grade. The B&LE is spotting empties for CSX in the yard as the lead SD38-2 fouls the diamond at the NS crossing.** LEFT: **CSX has trackage rights over Norfolk Southern's Meadville line from Youngstown to reach the B&LE at Shenango Yard. CSX SD70MAC 735 sits at Shenango while Bessemer SD40T-3 903 passes with a northbound train in August 2000.**

units are classed as SD40T-3s and carry the numbers 900-910. With the delivery of the SD40T-3s, five SD38-2s were transferred to the Union Railroad. The remaining SD9s and SD18s were retired, with most being sold to Larry's Truck and Electric in McDonald, Ohio.

Union Railroad

The Union Railroad is a Class III switching railroad located southeast of Pittsburgh. The URR operates 35 miles of main line and extends from a connection with the B&LE at North Bessemer to various heavy industries in the Monongahela River Valley. The railroad also interchanges with CSX in Dexter Yard in Port Perry, with NS at Kenny Yard in Munhall and at Peters Creek Yard in Clairton, with the W&LE at Mifflin Yard in West Mifflin, and with its Transtar partner, the McKeesport Connecting Railroad, in McKeesport.

The Union Railroad's primary customer is its new owner, USX. The railroad serves three USX plants in the Mon Valley. The Edgar Thomson Plant, located in Braddock, is the last remaining steel producing plant in western Pennsylvania. The ET Plant has two blast furnaces, a basic oxygen furnace, and a state-of-the-art continuous caster. The Irvin Plant is located in West Mifflin, and manufactures steel coils from slabs received from the ET Plant. In Clairton, the URR serves the Clairton Plant, North America's largest coke plant. This facility produces coke for USX operations in Braddock and Gary, Indiana. In addition, CSX and Norfolk Southern move Clairton coke to a number of other steel companies in the Midwest.

The URR has two other large customers. General Motors' Fisher Body Plant is located adjacent to the USX Irvin Plant in West Mifflin. The plant manufactures replacement parts for automobiles and ships them in specialized boxcars. Tube City Iron and Metal is a large scrap processor located adjacent to Mifflin Yard.

The final commodity moved by the

LEFT: **MP15 No.16 passes a blast furnace at the Edgar Thomson Works.** ABOVE: **At North Bessemer, a set of Union MP15s heads south with empty hoppers as the Bessemer & Lake Erie ties onto northbound coal loads from the Union's Duquesne Coal Docks on the Monongahela River.** RIGHT: **Union SW1500s 26 and 12, equipped with positive traction control, haul a slab train from the Edgar Thomson Works over the Norfolk Southern main line at Braddock.**

Union Railroad is coal, which moves north to Conneaut via the B&LE. The railroad receives coal from a barge-to-rail transfer facility located along the Monongahela River in Duquesne. Known officially as the Duquesne Coal Docks, the facility receives barges of coal from the Monongahela, Ohio, Big Sandy and Kanawha Rivers. A pair of remote-controlled B&LE SD9s work this facility, which has an annual capacity of 8.5 million tons. In February 1999, Transtar upgraded the facility with a new crane built by the Indusign and Ohio Crane Corporation.

The Union Railroad is controlled using the same system as the B&LE. The TMD operates the computerized CTC system from an office in Duquesne. Unlike most dispatching centers, this one overlooks the valley, enabling the TMD to watch trains of not only the URR, but also those of CSX and NS.

As on the B&LE, there have been recent changes to the Union Railroad locomotive fleet. For the past decade, the railroad operated with a fleet of 39 EMD switchers. The purchase of SD40T-3s by the B&LE allowed the Union Railroad to acquire five surplus SD38-2s from its neighbor to the north. Numbered 50-54, these units retain their Bessemer paint and have Union Railroad logos.

Operations on the Union Railroad

Railstar's steel-hauling railroads

are centered around the Duquesne Class Yard. Stretching from Clairton Junction to the south approach of the Port Perry Bridge, the facility consists of a nine-track receiving yard and an eight-track southbound yard. On an average day, the URR operates with eleven main line crews and 13 yard crews, which are referred to as "mill division" jobs.

McKeesport Connecting

The final component of the Valley-Lake Connection is the McKeesport Connecting Railroad. MKC provides terminal switching service for Camp Hill's pipe mill operation in McKeesport. Service is provided four to five days per week, using a single crew and a unit leased from the Union Railroad. The railroad moves 500 cars per month, interchanging with both the Union Railroad and CSX in McKeesport.

Today's MKC is a shell of its former self. Until the 1980s, the railroad provided switching service for U.S. Steel's National Tube plant using a fleet of Alco switchers. When the plant shut down, so did the railroad. In the late 1980s, Camp Hill purchased and reopened the western end of the mill to produce steel pipe.

DAVID BAER

ABOVE: **Union Railroad MP15 No.21 idles outside the USX Irvin Plant of the Mon Valley works in West Mifflin, Pennsylvania. The Irvin Plant produces steel coils for the household appliance industry. The yard, full of coil cars and auto parts cars, also serves the adjacent General Motors Fisher Body plant.** RIGHT: **At the Edgar Thomson Works, plant switcher ET-1, acquired from the Pittsburgh & Lake Erie in 1992, shoves a bottle car up the steep grade to the B.O.F. (basic oxygen furnace) in December, 1994.**

The Future

In 1998, it would have been hard to imagine tunnel motors running around the B&LE, and SD38-2s polishing the rails of the Union Railroad. The changes described here have definitely spread an air of optimism over the Valley-Lake Connection. What does the future hold for the railroads and the Conneaut Dock? It's hard to tell. Because the railroads are so reliant on the steel industry, the answer lies in the fortunes of the USX steel plants in the Mon Valley. No matter what the outcome, 2001 figures to be an exciting time for the Valley-Lake Connection.

The author would like to thank Steve Gerbracht, David Baer, and Jack Dermott for their assistance.

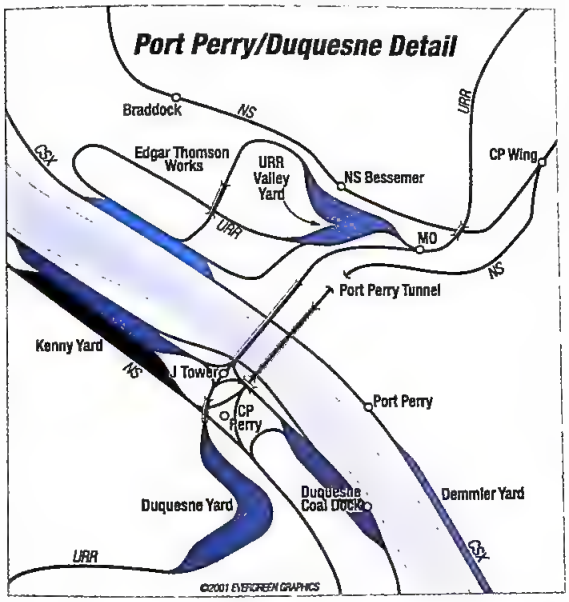
...r's steel-hauling railroads

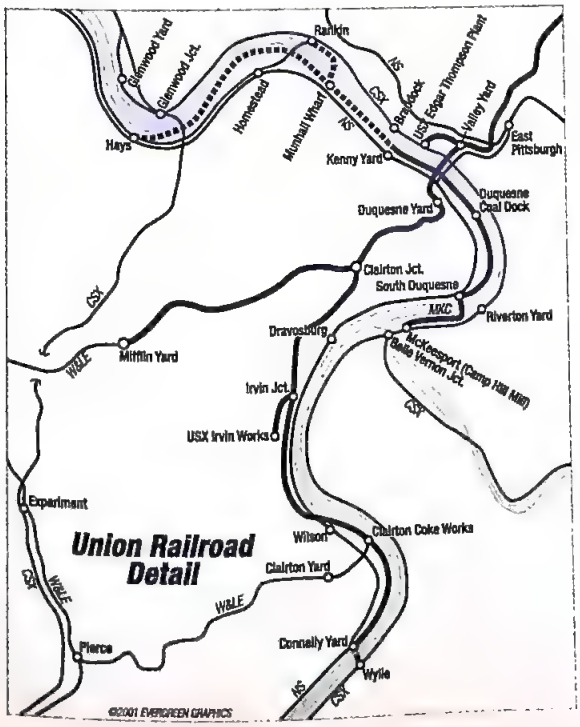
Radio Frequencies

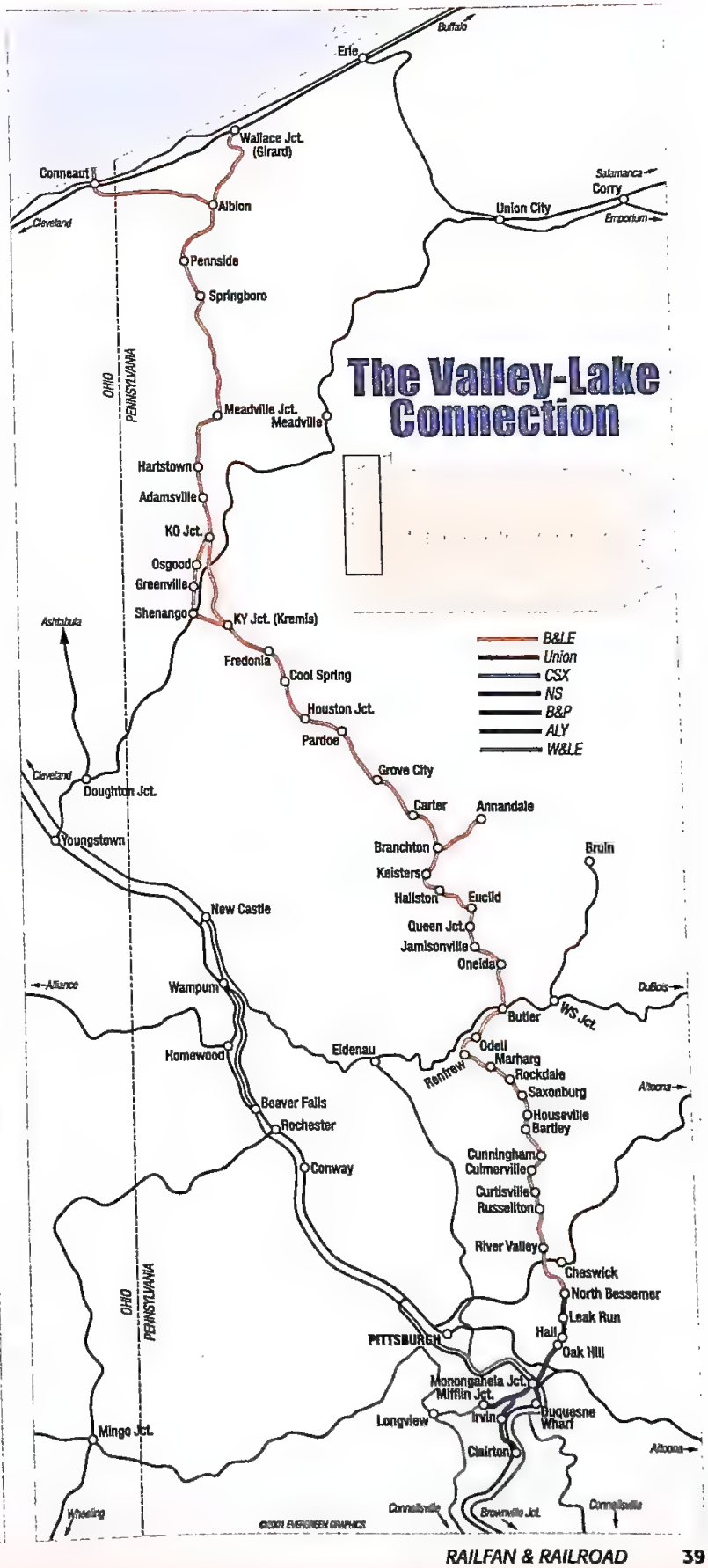
B&LE
160.830 Road
161.310 Yard

Union
160.260 Road
160.350 Yard
160.500 Yard
160.620 Yard

MKC
160.440 Yard







Tacoma Rail Today

Prosperous times along Puget Sound

by
David J. Cantlin

PHOTOGRAPHY BY DAVID J. CANTLIN

TACOMA RAIL, Tacoma's own terminal and switching line, has come a long way from its shaky beginnings in 1914, and even its not-so-stable run through the '60s and '70s. To see Tacoma Rail today, one would never connect this prosperous plant with its hand-to-mouth existence in the past.

Tacoma Rail had its early beginning as industry spread to the Tide Flats area of Tacoma. This is the area east of downtown where the Puyallup River meets Puget Sound. Once drained and tamed, this area was a seedbed for industrial growth. But there was a need to transport workers back and forth daily to help these industries meet their manpower requirements.

What the city ended up with was the Tacoma Municipal Belt Line Railway. This name stuck until 1998 when the name was changed to Tacoma Rail to better communicate its rail freight services (though on paper it is still offically the Municipal Belt Line). Back then it was mostly a trolley line with some switching to accommodate mostly log loads that arrived in the Port for transhipment. The Tacoma Municipal Belt Line was the predessor for todays Pierce Transit.

World War II brought a boom economy to the Port and also saw Tacoma wooed away from its trolleys to buses (a situation that seems to be slowly reversing itself today). Because of the industrial growth in the Tideflats there was a greater need for a switching road to connect the industry to the railroads that served Tacoma. These roads included the Milwaukee Road, Great Northern, Northern Pacific and Union Pacific.

The Tacoma Municipal Belt Line faced a very tumultuous life in the early days. As city governments came and went so did the city's railroads prospects. At times the city could not make up it's mind to keep, expand or sell off it's switching operation. As it turned out, it did all three.

Today Tacoma Rail is a switching and terminal railroad. It is one of three operating divisions of the cities public utilities. It pays taxes to the city and in 1998 it contributed nearly $500,000 to the city's general fund. The Line's revenues for 1998 exceeded $6 million dollars.

Tacoma Rail operates 30 miles of track on it's "Tidelands" division with seven locomotives serving over 50 customers. In 1998 the road handled 52,221revenue loads. Tacoma Rail is also operating the "Mountain" Division which comprises 131 miles of ex-Milwaukee Road track between Tacoma and Frederickson, the Port of Chehalis and Frederickson and Ashford and Morton.

Between the years of 1979 and 1980 the road peaked in the number of cars handled to over 80,000 cars. This, however, was a different traffic base

ABOVE:**Tacoma Rail SW1200 1202 switches the yard at the Port of Tacoma. A cross-section of the line's shipping base is present, with cars carrying intermodal traffic, import autos and chemicals occupying the many tracks.** BELOW: **SW1200 1201 shows off its Belt Line paint in 1988. Today the locomotives all wear the livery of Tacoma Rail.**

the Tacoma Rail has today. Through the '50s and the early '70s there were two major commodities that dominated the Line's customer base: logs and grain. The Milwaukee Road and others brought logs down to the Belt Line's yard under a contractual agreement. Dennis Dean (current Superintendent for Tacoma Rail) pointed out that while this brought volume to car loading, it only managed to pay for itself. The other item was grain shipped to the large United Grain Terminal. With the arrival of the '80s both of these were in decline.

ABOVE: **Entering the main yard, SW1200 1204 has a cut of cars to be switched.** BELOW: **GP20s 2003, 2001 and 2000 sit behind the engine house in July 1999. The 2003 has a 567C power plant in it, while the other two have 645E's.**

A turnaround decade

In the early 1980s the Belt Line's future look as dismal as it's track. Dennis reminisced about his first years at the Belt line beginning in 1977. His plate included "poor track," an eroding customer base, no current labor agreements with the unions, antiquated switching rates and no cash flow. One of the first tasks Dennis took on was a rate increase for their services. The Belt Line was operated as a "contract switching" operation. And at this point needs were not being met. Much of the track and equipment was under deferred maintenance and in bad need of rehabilitation. "Some days we would come to work and have to fix three derailments," recalls Operation Supervisor T.J. Shilley.

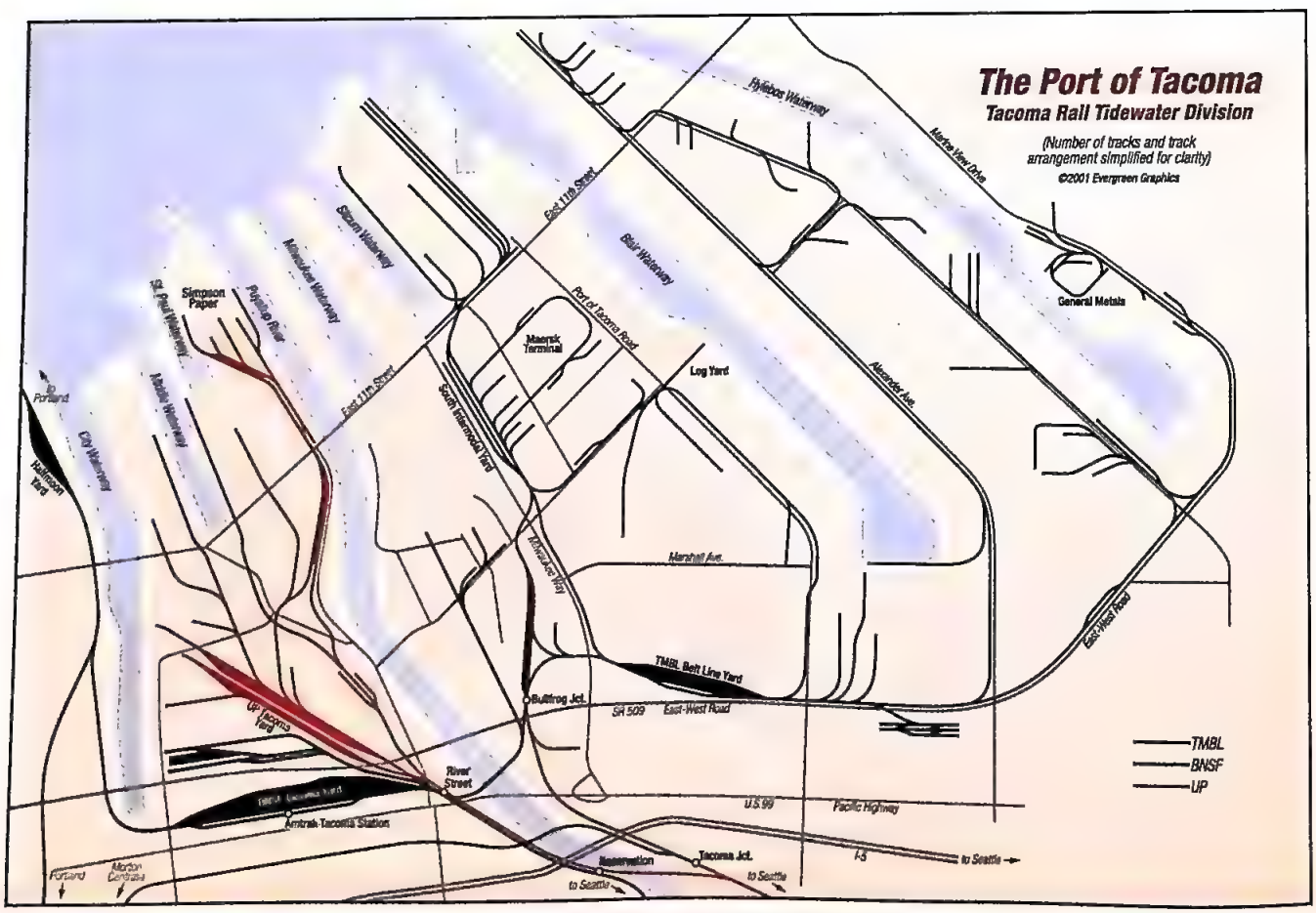
Dennis worked aggressively to raise the rates from $36.00 a car to $160.00 a car. This was a large increase to ask for at the time, but the needs were great. This was oppossed by connecting railroads that would be affected. Eventually the Belt Line won an increase to $59.00 per car.

Tacoma Rail immediately set about to restore the track and win new labor contracts with the unions. Things started looking up except for the sliding customer base which continued to erode as the industrial picture changed in the Tideflats.

In the early 1980s much of the nation's transportation industry was deregulated nationwide by the Staggers Act. The government for the most part stepped out of the rate

structure business and allowed industry to set rates and ways of doing business best for it's customers. One of the modes of transport that benefitted greatly from this was intermodal, which made streamlined service available. In the past, a customer would get one rate from the truck line, one from the ship line and one from the railroad. The streamlining came as the separate entities could now work together to give their customer one competitive rate structure put together as a package.

The Port of Tacoma was quick to recognize this and take advantage of intermodalism. With land becoming available from industries closing their doors or moving, the Port aggressively sought shipping lines to move to the city. "Tacoma had it all,"



port communications officer Schultz: "Tacoma had the rail lines, the highway and room to expand in its Port." Other local ports were more congested. Companies using Tacoma could shave one to two days off their shipping time on most shipments.

At first intermodal started as a trickle. Existing trackage from the departed grain elevators sufficed but did not allow for much growth. The Belt Line lacked the funds to modernize it's track for the Port's needs. The Port took a long hard look at acquiring the Belt Line for it's own so it could use the Line for it's growing intermodal traffic. Several reports were undertaken by the Port, city and Union Pacific, looking at the future growth of the Port and the future role of the Belt Line. The conclusion of the Belt Line report was the non-Port customers' as well as the Port's best interests would better be served by keeping the Belt Line independent of Port ownership.

The Port and Belt are combined

In 1985 the trickle of intermodal traffic started into what soon developed as the current torrent of containers that now flow through the Port. Sea-Land signed a 30-year agreement with the Port and moved most of its operation from Seattle to Tacoma. This increased Tacoma's intermodal shipping by two million tons in the first year.

In 1983-1984 several other important factors came into play to benefit both the Port and the Belt line. First was the change of the Belt Line from a contractual switching line to a cost of service line. This allowed the Belt Line to raise it's rates with out approval of the connecting trunk line. For years the Belt Line tried to raise its rates to better cover its expenses and pay for much needed maintenance. Operations and improvements would come out of charges for services performed.

The other item of importance was the merger of the Port of Tacoma Railroad with the Belt Line. This not only gave better service to the Port and its customers but it also gave the Belt Line and the Port a better working relationship that helped upgrade and rebuild yards for the growing intermodal market. The result is today 70% of the intermodal traffic that moves through Tacoma moves by rail.

Today's operations

The Port of Tacoma has grown to the seventh largest port in the United States. In 1998 the Port generated $21 billion in international trade and moved over 12.4 million short tons, making the port Tacoma Rail's most important customer. Recent expansion includes the opening of the Hyundai Terminal which can handle up to 28 five-well double-stack container cars. Other intermodal players include Sea-Land, Evergreen and K Line, all contributing to Tacoma Rail's bottom line.

Intermodal is not the only item on Tacoma Rail's docket. The railroad has a customer base that would make many short line operators jealous. Currently there are 58 customers served on the Tidelands Division. This diverse traffic base includes intermodal, automobile imports, transloading (items loaded into containers at the Port), aluminum and chemicals.

Today's Tacoma Rail reflects the hard labors by both management and the workforce. The track has literally been lifted from the muck in the tideflats, reballasted and replaced with 115 pound rail. One of Dennis Dean's goals is to make the railroad a valuable asset for the city. Tacoma Rail's formula for success has three points — first understand the Customer's needs; second, understand what the customer does for his customer; and third,

OPPOSITE TOP: **A transfer from BNSF is in the main yard in August 1999. Both BNSF and Union Pacific interchange with Tacoma Rail.** ABOVE: **The superintendent of Tacoma Rail, Dennis Dean, works at his desk. Dennis has brought customer-driven service to the Port's railroad, and the line has a very high satisfaction rating from its shippers.** BELOW: **Containers are off-loaded from the *Ever Diamond* at the Evergreen terminal at the Port of Tacoma. Intermodal traffic is the primary reason Tacoma Rail prospers.**

GP20 2001 and SW1200 1204 sit outside the enginehouse at the Port of Tacoma. The 2001 is actually five years older than the 1204, having been built by EMD in 1960 as a GP9. The 1204 came to Tacoma in 1988, while the 2001 (along with sister 2000) arrived in 1992.

understand the importance of failing the customer. Dennis simplifies this by saying, "The right car at the right place at the right time." Dennis stresses that each employee has to understand this philosophy for the company and the customer to succeed.

One of the ways Tacoma Rail measures its performance is with a yearly customer survey. There are four categories: safety, car placement and timeliness, accurate information and courtesy and respect to the customer. The survey is graded on a one-to-five scale with one being the highest. The last survey average was 1.27, reflecting Tacoma Rail's dedication to customer service. Dennis states that "if we cannot meet the customer's needs we need to question whether we should be in the railroad business." Interestingly, two customers graded Tacoma Rail with a four, and both companies had ceased business.

Working on the railroad

Today's operation can be summed up as "busy." Tacoma Rail is a 24 hour, seven days a week operation. In the Tidelands Division there are nine jobs called each day, with extra jobs called as needed or as some crews go into overtime. The jobs are named after their starting time. Day shift comprises of the 6:30, 7:10 and 7:30. Swing shift jobs are the 2:30, 3:10 and the 3:30. And night shift has the 11:10 and 11:30. Any of these jobs can start in the yard or out on the line where the previous crews have tied up. The Mountain Division is operated as customers need service, which usually averages about two or three times a week.

Train crews are made up of three people — the locomotive engineer, the switch operator and the switch supervisor. It is an operation to behold. If the job is out on the line the switch supervisor will be out ahead of the job lining up the switches or contacting the customers to open gates or otherwise get the shipper ready for its service. This cuts down wasted time and allows the crews to service more customers per shift.

Other jobs are dedicated to switching out trunk line container trains and getting them to the ships for loading or unloading. Much of this operation is coupled to ship arrival time, as well as to arrival of double-stack trains off Union Pacific and BNSF.

In 1998-'99 27,000 feet of track was added to the main yard to handle the increased traffic and the new Hyundai Terminal and North Intermodal Yard. The main yard has 26 tracks. There is a on-going track renovation program which identifies and prioritizes trackage in need of upgrading and repair. Tacoma Rail's goal is to get all trackage up to 115 pounds.

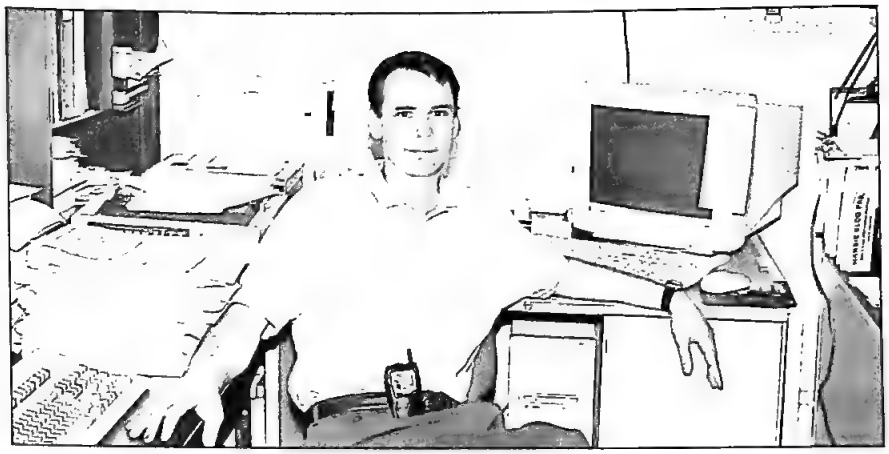
The road's engine terminal and office is located at the main classification yard. The engine house has three tracks, and the roster is all EMD, as the last Alco was retired several years ago. Tacoma Rail 1202-1204 are SW1200s, with 1202 being built in 1951 and 1203 and 1204 built in 1965. Nos.2000 and 2001 are listed as GP20s, but in reality are GP9s that have been upgraded with 645E engines. The 2002 and 2003 are genuine GP20s. All the locomotives were bought on the secondhand market, but Chris Oliver's mechanics keep the units rolling. "We can do everything except a major overhaul calling for engine removal," says Mr. Oliver. The last unit on the roster is the newest arrival, an SD40 for the Mountain Division. This unit is leased by the City of Tacoma and operated by Tacoma Rail.

In 1995 the City of Tacoma purchased from Weyerhauser the trackage the latter acquired from the Milwaukee Road in 1980. This trackage runs from Tacoma to Frederickson then splits with one leg going to Morton and the other leg going south to Chehalis. The city had several reasons to purchase the line, including preserving rail transport to attract business to the area and

keeping the track in place for future plans to run passenger trains to Mount Rainier National Park. It is felt the benefits of this plan will offset the cost of purchasing the Line.

At the beginning of city ownership, Tacoma leased out the Mountain Division to an operator, the Tacoma & Eastern. The lease was not renewed and Tacoma Rail has taken over operations to see if the line can be made self-supporting. Operating expenses are billed to the City of Tacoma so that the Mountain Division does not draw off the Tidelands Division. T.J. Shilley is the operation supervisor of the line and is very optimistic about its future. Traffic levels have slowly grown to about 30 cars a month. Tacoma Rail would like to see this reach 100 before they can declare it self supporting.

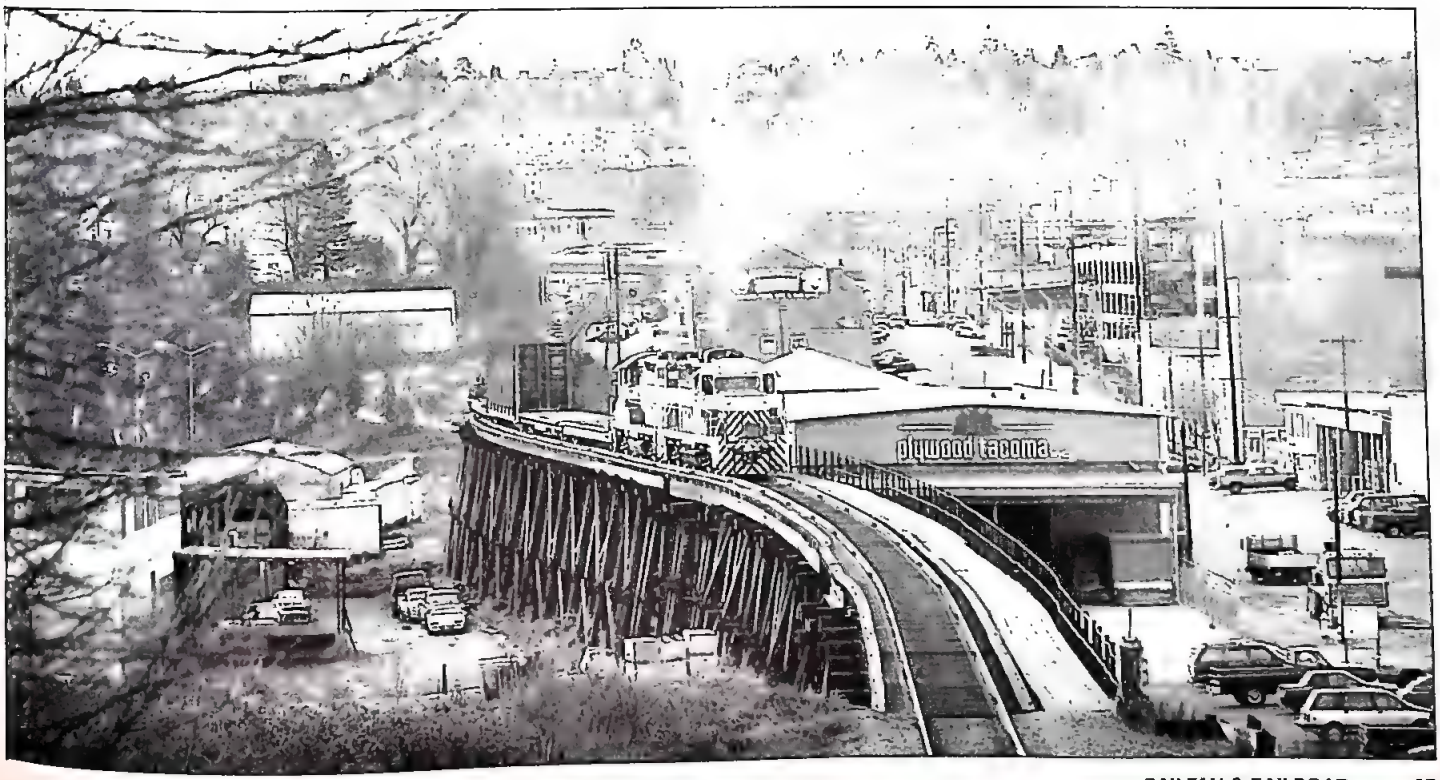
Some of the Mountain Division's current customers are Boeing, Hardie Lumber and CEECO. Union Pacific also stores freight cars on the line, since there are an abundance of sidings from logging days that make it an ideal place for car storage. Slowly the track is being brought back to Class II FRA 40 m.p.h. standards. Future prospects are hopeful, but more customers need to locate on the line to make it work. Also, some of the customers the Milwaukee Road lost need to see stability return to the line before they will consider using rail again. The City of Tacoma and Tacoma Rail are working hard to restore this stability. Tacoma Rail is working closely with local governments and potential customers to secure more traffic for the route. One of the difficulties facing the line is the cost of operations for one customer at a time. Also, it will take time before new customers can actually start shipping and adding to the coffer of the Mountain Division. (Incidentally, the Mountain Division name comes from the grueling 3.3% grade climbing out of Tacoma.)



Hospitality is one of Tacoma Rail's hallmarks. Every summer the Port of Tacoma conducts an open House, and Tacoma Rail joins in by opening its doors to all, providing train rides and tours of their facilities. In 1999 Tacoma Rail contracted with the Mount Rainier Scenic Railway to provide passenger service, with two steam trains running over most of the eastern portion of the line. Also on hand was Mount Rainier's Northern Pacific F7 open for inspection. Thousands toured the shop and rode the rails. This is a yearly event opened to all for free.

The future is in good hands. The railroad has assembled a strong management team to propel the company ahead for many years to come. The Port of Tacoma has major expansion plans through the year 2010 and beyond in which Tacoma Rail is an important player. When the future arrives, Tacoma Rail will be ready and waiting.

ABOVE: **Steve Barkoff, the operations supervisior for Tacoma Rail's Tidelands Division, takes a short break from his work.** BELOW: **GP20s 2002 and 2003 lead a train on the Mountain Division at Freight House Square in Tacoma. The pair came to Tacoma in 1998. An SD40 has been purchased to operate the Mountain Division, freeing the GP20s to resume their duties within the Port.**



Berkeley to South Bend and Back—1950

by John C. Illman

A new Studebaker was waiting in Indiana

RAILROADS OFFERED an interesting mixture around 1950, with many new streamlined trains and diesels alongside heavyweight equipment and steam power. This mixture made for an interesting trip in 1950 when my wife and I traveled from Berkeley, California, to South Bend, Indiana, by train to pick up a new Studebaker Champion at the factory. We drove home across the northern states, much of the way on U.S. Route 2 paralleling the Great Northern.

I left Berkeley in a coach seat on Southern Pacific No.12, the *Cascade,* on a late May evening, changing in Portland the next day to a pool train for Seattle. My wife and two young daughters had gone a few days earlier to visit family and to leave the children with Grandma. The adventure for us two child-free west coast natives then began. We had a section in a Touralux sleeper on Milwaukee Road No.16, the *Olympian Hiawatha.* The train arrived at Seattle's Union Station, being pulled

PHOTOGRAPHY BY JOHN C. ILLMAN

back ... ds from Black River by SW1 1620. We left at 2:... p.m. behind bipolar E-4 for the scenic trip over and through the Cascade Mountains, arriving at Othello, Washington, at dusk for the power change to S-3 4-8-4 269. The light was bad, but I chanced a shot with my new 2¼×3¼ Speed Graphic.

Morning saw us at Deer Lodge, Montana, with motor E-15, which had brought us from Avery, Idaho, on the head end. An hour later we backed into the station at Butte. The 15-minute station stop at Deer Lodge was long enough for a walk forward for a shot of the power, but the three minute stop at Butte gave time for only a shot forward from near our car. Soon, at Jefferson Island, we met a freight with the E-34 on the point, and the open vestibule window allowed a shot. This freight was the only one I recall meeting on the road during the whole trip, making for a lonely ride.

The Three Forks stop was carded for only two minutes, but I had been enjoying the view from the Skytop Lounge, so it took only a minute to photograph that car and the flagman. The car had a lot of window frames in the way, but still offered a great place to watch the passing and receding scene. Harlowtown provided a nice bit of activity and a meet with No.15, our westbound counterpart, ready to leave behind the E-17. We had our last change of power here, to Erie-Built Fairbanks-Morse 12-B and 12-A, which would run the next 1335 miles to Chicago. All this was scheduled for only five minutes, but long enough to grab a couple of shots.

Miles City, with a 15-minute servicing stop, offered the next photographic opportunities and a chance for fresh air while watching the diner being iced. Here was only the second steam engine I had seen on the line, L-2 Mike 681.

We left the train early the next morning in Minneapolis. It had been a great ride behind three types of power, an experience not many railroads could provide. Our reasons for the train change here were to be able to see the Mississippi River and to ride in a Vista Dome, both for our first time.

OPPOSITE TOP: **Great Northern No.1, the westbound *Empire Builder*, climbs Marias Pass in Montana on June 5, 1950. Author Illman chased the Builder in his new Studebaker while returning to California from South Bend, Indiana.** OPPOSITE BOTTOM: **The eastward trip for author Illman was made on the *Olympian Hiawatha*. A pair of Erie-Builts are on the point of train No.16 as it makes a servicing stop at Miles City, Montana, on May 29, 1950.** ABOVE: **Earlier that day, Bi-Polar electric E-15 powers the *Olympian Hiawatha* at Deer Lodge, Montana.** BELOW: **At Harlowton, No.16 meets counterpart No.15. Erie-Built 6A sits in a siding after bringing No.15 westward, and Bi-Polar E-17 will continue the trip under Milwaukee wires.**

Burlington No.22, the *Morning Zephyr*, afforded that opportunity. While waiting for its 8:00 a.m. departure, the Great Northern, Chicago & North Western and the Minneapolis & St. Louis offered local trains to watch. Shovel nose E5 9909 gave us a fast ride, and I had time for only one photo, at East Dubuque, Iowa, and one in the depths of

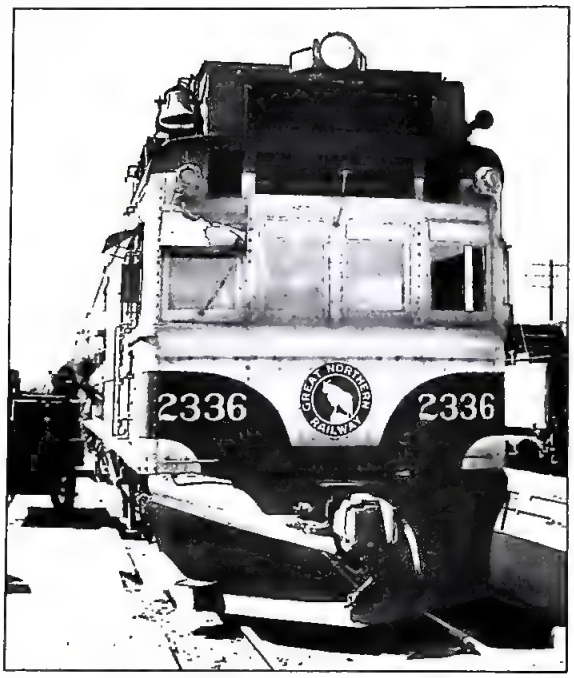
Union Station. The Vista Dome ride along the river was everything we had hoped for, and our afternoon arrival in Chicago came all too soon.

After a Parmelee transfer from Union Station to La Salle Street, we took a ride around the Loop, another new experience, and then caught an evening New York Central train to South Bend, ending our train riding for the trip. There was still plenty of train viewing and photographing ahead as we drove home, however. Unfortunately I have sold the negatives for much of the midwestern part of the trip, but I still have my notes and contact prints to bring back the 50 year old memories.

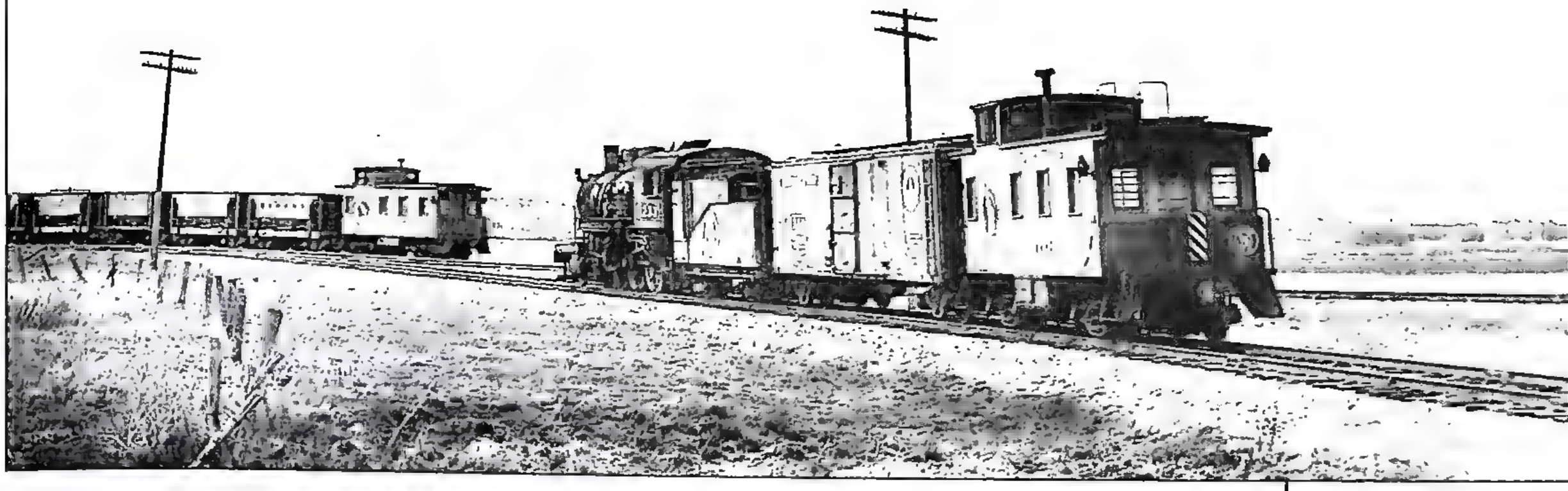
Trains were seen in Michigan on the Pennsy in Cadillac; New York Central in Mackinaw City; Lake Superior & Ishpeming in Munising; Duluth, South Shore & Atlantic in Marquette; and Chicago & North Western near Bessemer. (Incidentally, this westerner, familiar only with oil-fired steamers, learned the hard way about coal-fired power when an NYC engine doused me with a heavy dose of soot.) Leaving Michigan for Wisconsin, a Lake Superior Terminal & Transfer train and Chicago & North Western No.513 presented themselves in Superior. I saw a number of trains in Minnesota, beginning with Northern Pacific No.61 in West Duluth, followed by Duluth, Missabe & Iron Range ore and freight trains in Proctor and near Munger, and then several Great Northern ore and other freight trains from Brookston to Floodwood, Wawina and Swan River. We were close to GN trackage all the way to Seattle and, fortunately, I have all my GN negatives. The Red River Valley country near Crookston saw a Mike on a freight and the Fargo-Crookston mixed behind motor car 2336. Pacific Fruit had a freight in tow near Humboldt.

A few miles to the north we visited St. Vincent, a tiny town near the Canadian border on the bank of the Red River, on a short branch from the line to Winnipeg. I had lived there for a year when I was seven, and it was the scene of my earliest railroad memories. There was a daily, maybe not Sunday, motor car from Crookston and a local freight which serviced the grain elevator. I remember watching the activity and climbing on the freight cars.

Our journey took us westward through North Dakota, where I was able to shoot both *Oriental Limiteds* at Devils Lake and Minot, and freights behind 2-8-8-0 Mallets west of Minot and at Berthold. The *Fast Mail,* No.28, showed up at Ray.



TOP: **Passengers enjoy the passing scenery between Harlowtown and Miles City, Montana, from the Skytop Lounge of Milwaukee No.16, the Olympian Hiawatha, on May 29, 1950.** ABOVE: **Great Northern doodlebug 2336 has just arrived in Crookston, Minnesota, with the mixed train from Fargo, North Dakota, on June 3, 1950. LEFT: Great Northern 2-8-8-0 2014 has a string of ore jennies in tow as it smokes through Floodwood, Minnesota, on July 2, 1950.**



ABOVE: **Great Northern 2-8-0 No.1233 has pulled into the clear for extra 2014 at Swan River, Minnesota, on June 2, 1950.** RIGHT: **Great Northern 2-8-8-0 2020 puts up a magnificent plume of smoke as it hauls iron ore at Brookston, Minnesota, also on June 2nd.** BELOW: **Before getting into his new Studebaker and driving back west, author Illman rode the *Morning Zephyr* into Chicago's Union Station, completing the rail-riding part of his journey. Chicago, Burlington & Quincy E5 9909 is on the front of No.22 on May 5, 1950.**

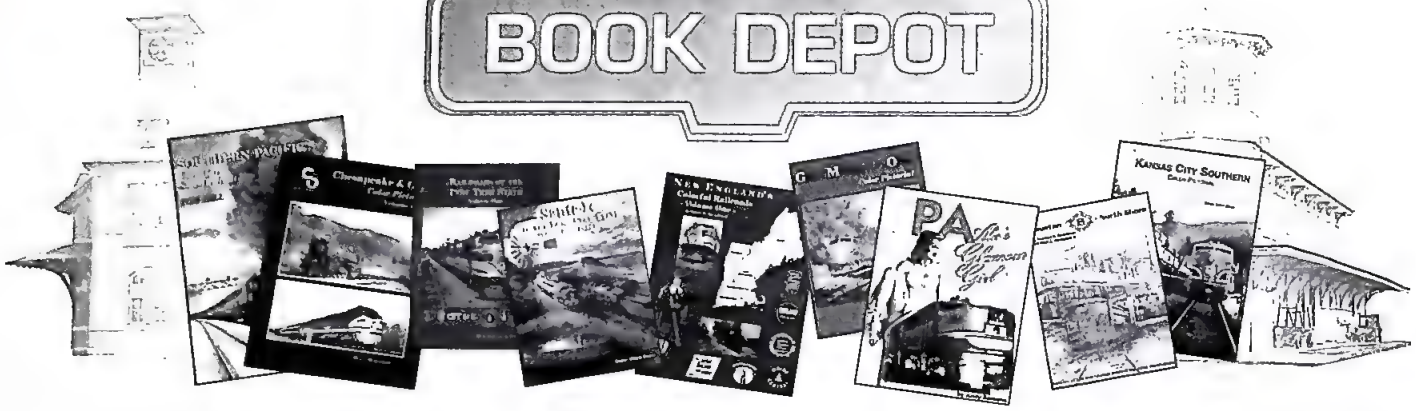
ABOVE: **Great Northern No.3, the Oriental Limited, is nearing Browning, Montana, behind F5 354 on June 5, 1950. Ahead are the Rocky Mountains and Marias Pass.** BELOW: **That same day, GN extra 3130 West, with Miakdo 3130, is west of Shelby, Montana.**

Shelby, Montana, was a busy place on the morning of June 5th, with three passenger trains within 40 minutes. At 10:05, No.43 from Billings arrived behind RS2 206. Shortly thereafter, at 10:30, No.3, the *Oriental Limited*, pulled into the station, with F5 354 and, 15 minutes later, No. 2, the *Empire Builder*, headed by E7 501. As we drove west, we overtook Mike 3130 with a string of tank cars and paced No.3 for a time, getting a couple of shots near Browning about noon, and also of a passenger extra east. The day concluded with three shots of No.1, the westbound Builder, in Marias Pass, with E-7 504 on the point. A surprise the next day was 4-8-0 748 on the Marion Branch west of Kalispell with a five-car train, my last photo. Heavy rains dampened by enthusiasm the rest of the way west.

A day later we were in Seattle with family, and then enroute home with our daughters to California, all familiar territory. The adventure of the train trip to South Bend and the drive home, through new country, was over.

TOP: **Train No.43, powered by RS2 206 (GN woulkd call it an RS4) has just arrived at Shelby, Montana, from Billings on June 5, 1950. Here it will connect with the *Oriental Limited* and the *Empire Builder.*** ABOVE: **Just down the platform at Shelby is Great Northern No.3, the *Oriental Limited.* The rear of No.43 is on the adjacent track.** RIGHT: **The final shot taken by author Illman on his Studebaker odyssey was of Great NOrthern 4-8-0 748 working the Marlon Branch soouth of Kallspell, Montana, on June 6, 1950.**

BOOK DEPOT



***NEW!* Southern Pacific's Colorful Shasta Route (A15664),** Dill. A full-color pictorial covering Southern Pacific's lines through the mountains between Oakland, California and Portland, Oregon. Includes postwar steam and rare diesels from 1950 through 1975. Map by John Signor. 128 pp hard . . . **$49.95**

***NEW!* Chesapeake & Ohio Color Pictorial Volume One (A15658),** Stegmaier. System-wide photographic coverage features all major classes of Chesapeake &Ohio, Pere Marquette and Fort Street Union Depot steam and diesel motive power in full color. 128 pp hard **$49.95**

***NEW!* Railroads of the Pine Tree State (A15663),** Marson and Jennison. Full-color, pre-Guilford coverage of Maine's railroads, from Aroostook Valley to Maine Central and everything in between. Mostly vintage diesel, includes some steam and rolling stock. 128 pp hard. **$49.95**

***NEW!* Santa Fe in the Lone Star State (A15665),** Goen. Brilliant color images of the Santa Fe in Texas, from branch line doodlebugs and big steam during the 1954 vegetable rush, to silver U30CGs and blue SD45s in the '60s. Dozens of station portraits organized by division. 128 pp hard **$49.95**

***NEW!* New England's Colorful Railroads, Volume One (A15661),** Sweetland. Classic vintage color views reflect the variety of New England railroading, from Springfield Terminal electrics to B&M steam, the Rutland, and New Haven's heavy duty main lines. It's all here! 128 pp hard **$49.95**

***NEW!* The PA — Alco's Glamour Girl (A15662),** Romano. Complete color coverage of the development and service life of America's favorite diesel, from Santa Fe 51 to the remaining units in Mexico and Brazil. Detailed history by railroad, includes roster of all units. 128 pp hard **$49.95**

***NEW!* Kansas City Southern Color Pictorial (A15660),** Goen. Covers KCS in the diesel years, from Alco high hoods to today's high horsepower road engines, plus a little steam. Features a good variety of passenger equipment and dozens of station portraits. 128 pp hard. **$49.95**

***NEW!* Gulf, Mobile & Ohio Color Pictorial (A15659),** Wallin. Classic images from Chicago & Alton days up to the ICG merger. Excellent variety of diesel models and paint scheme variations, from the Rebel and the DL109s to GM&O's last EMD road units. Some steam, too. 128 pp hard. **$49.95**

***NEW!* Houston North Shore (A14600),** Robinson and DeVerter. Complete history of Texas electric railway, from its opening in 1927 through Missouri Pacific control. Thorough roster, track diagrams, maps. Drawings and photos of electric cars, motors, and rail buses. 166 pp hard **$40.00**

Beauty of Railroad Bridges (12031), Cook. History of trestles and bridges, with more than 250 illustrations. 208pp hard .**$44.95**

Burlington Northern into the 90s (A15652), Shine. BN motive power in the early 90s. 208pp hard **$48.00**

California Railroads (A12040), Fickewirth. Encyclopedia of railroads, interurbans, etc. 200pp hard **$46.95**

Canadian Trains (A14501), Huxtable. Color photos of steam and diesel in Canada. 48pp soft.....**$19.95**

The Challenger Locomotives (A14000), Kratville. B&W album on UP's big articulateds. 144pp hard **$35.00**

CF7 Locomotives (A12500), Poole. Comprehensive illustrated history with roster info. 112pp, soft.....**$24.95**

The Chili Line (A14150), Dorman. B&W look at the D&RGW branch from Antonito to Santa Fe. 215pp, hard **$44.95**

Colorado Midland Locomotives (A00925), Special reprint of the popular Colorado Midland issue of *Locomotive Quarterly.* Includes additional photos and detail on the first standard-gauge railroad through the Rockies. 32pp. soft.....**$8.00**

A Colorful Look at C&NW (A16868), Bernet. All-color pictorial of C&NW diesels. 48pp. soft **$19.95**

Coal, Cinders & Parlor Cars (A16026), from the Colorado Railroad Museum. A detailed look back on a century of Col. pass. trains, including some on the Joint Line. 236pp hard **$39.95**

Colorado Memories of the Narrow Gauge Circle (C59), Krause&Grenard. B&W action pictorial. 130pp soft **$15.95**

Covered Wagon Mystique (A13050), Humphrey, Cross. All-color look at F-units in the modern era. 96pp, soft.....**$32.95**

Denver & Rio Grande Western: Superpower Railroad of the Rockies (A17302), LeMassena. The renowned steam locomotive expert takes a look at the Rio Grande's standard gauge steam in the "big power" era. Profusely illustrated in both black & white and color. 112pp hard **$28.95**

Dinner is Served (A12047), Loveland. Inside SP's dining car operations, includes recipes. 242pp, hard.....**$39.95**

Done Honest & True (A13285), *Steinheimer and Benson* Richard Steinheimer's railroad photos. 96pp. soft.....**$29.95**

Donner Pass (A12026), Signor. Illustrated history of famous Sierra crossing. 290pp, hard **$57.95**

Durango: Always a Railroad Town (A14151), Dorman. D&RGW and RGS scenes in B&W. 218pp, hard **$42.95**

Fiddletown & Copperopolis (A12604), Fallberg. Humorous history of fictitious narrow gauge line. 144pp, soft.....**$14.95**

Ghost Train! (A17255), Reevy. Entertaining collection gathers 90 ghostly tales of the rails. 160pp, hard.....**$14.95**

Great Adventure (A17075), Burwash. Modern day railroading on BNSF's Stevens Pass in b&w.128 pp, hard.....**$39.95**

The Great Yellow Fleet (A12028), White. Illustrated history of railroad refrigerator cars. 162pp hard.....**$45.95**

Great Rail-Trails of New Jersey (A17021), Della Penna. The guide to trails in NJ. 195pp (plus map section) soft.....**$16.95**

Great Rail-Trails of the Northeast (A17020), Della Penna. 26 biking trails in New England. 222pp soft.....**$12.95**

Light Rail Transit on the West Coast (A13425), Demoro & Harder. Contemporary pictorial. 96pp soft **$13.95**

Metrolink Commuter Train System (A12045), Simburger. Guide to southern Calif. commuter rail. 222pp soft.....**$15.95**

Minneapolis & St. Louis in Color (A14301), Green. Colorful diesels and some steam. 128pp hard.....**$49.95**

Narrow Gauge...Then and Now (A14500), Gildersleeve & Huxtable. DRGW, C&TS, D&S in color. 48pp soft **$14.95**

Narrow Gauge to the Hills (A17095), Mead. Glimpses of narrow gauge on four continents. 128pp hard.....**$20.00**

NYO&W: Milk Cans, Mixed Trains, Motor Cars (A15706), Mohowski. O&W and the dairy industry. 356pp hard ...**$62.50**

Nevada County Narrow Gauge (A12630), Best. Illustrated history of California mining railroad. 215pp, hard.....**$39.95**

Northwest Passage (A14553), Leachman. Brilliant, all-color book on BN in Pacific Northwest. 160pp, hard.....**$59.95**

The Overland Route (C60), Grenard & Krause. Nice B&W pictorial of UP steam (and early diesel). 82pp soft **$12.95**

Piggyback and Containers (A12041), DeBoer. Illustrated history of rail intermodal service. 192pp hard.....**$47.95**

The President Travels by Train: Politics & Pullmans (A17299), Withers. An excellent history of Presidential rail travel from 1830 to 1996, with consist detail and many interesting, rare photographs. 422pp hard **$39.95**

The Railroad Night Scene (A15904), by Cook & Boyd. All-color pictorial on photographing trains at night by two of the field's experts. Numerous railroads and eras are covered. Includes detailed "how to" explanations. 130pp hard **$44.00**

Railroad Photography: How to Shoot Like the Pros (A13808), Blaszak. Tips & pics. 64pp soft **$24.95**

Rails to San Francisco Bay (A13427), Demoro & Sappers. A fascinating pictorial look at railroading in Northern California: SP, WP, ATSF and interurbans. See some of the activity that inspired Railfair! 96pp soft **$15.95**

The Railroad That Lighted Southern California (A13254), Johnston. Building the Big Creek dam. 128pp hard ... **$28.95**

Rio Grande Southern II (A14154), Dorman. Photo-packed history of RGS from 1890 to 1951. 344pp, hard.....**$59.95**

Rocky Mountain Railroads: Rio Grande Southern (A14155), Dorman. Many rare color photographs of the beloved narrow gauge line make this an essential volume for the RGS fan. 90pp. soft.....**$31.95**

Santa Fe 1940-1971 in Color Vol.1 (A14269), Stagner. Chicago to Kansas City. 128pp hard **$49.95**

Santa Fe 1940-1971 in Color Vol.2 (A14281), Stagner. Kansas City to Albuquerque. 128pp hard **$49.95**

Santa Fe 1940-1971 in Color Vol.3 (A14282), Stagner. Albuquerque to Los Angeles. 128pp hard **$49.95**

Santa Fe 1940-1971 in Color, Vol.4 (A14291), Stagner. SF action in Texas and west to California. 128pp hard **$49.95**

Southern Pacific Oregon Division (A14550), Jennison, Neves. All-color pictorial in the diesel era. 128pp hard **$59.95**

Super Chief: Train of the Stars (A12036), Repp. History of Santa Fe's premier train. 256pp hard.....**$17.00**

Southern Pacific of Mexico (A12030), Signor & Kirchner. The SPdeM to Guadalajara. 168pp hard.....**$39.95**

Street Railways and the Growth of Los Angeles (A12037), Post. The first trolley era in L.A. 188pp hard **$48.95**

Subway to the World's Fair (A00910), Kramer. NYC transit lines that served the 1939 fair. 32pp soft **$7.95**

Supertrains: Solutions to America's Transportation Gridlock (A00804), Vranich. A detailed, interesting examination of rail passenger service — how Europe has used it successfully, and how the United States still can. 406pp hard **$35.00**

Trackside Around Chicago: 1957-1965 (A14309), *DeRouln.* Latest in the popular series looks at the incredible variety of Chicago railroading in the era. A wealth of colorful images highlight many fallen flags. Relive an exciting era in Midwest railroading! 128pp. hard **$54.95**

Train Master (A16137), Sweetland. Illustrated look at all F-M Train Master owners. 112pp, soft.....**$29.95**

Trains of America (A12607), Helmburger. Color coverage of steam and early diesels. 204pp hard **$44.95**

Tehachapi (A12023), Signor. SP and Santa Fe over the mountains and around The Loop. 278pp hard $54.95
Ticket to Silverton (A15500), Crist, Grenard & Krause. Silverton pictorial. 48pp soft $9.95
Those Magnificent Trains (A15600), Ditlefsen. Color pics and short stories. 88pp soft $14.95
Twilight on the Narrow Gauge (A13412), Kramer. Rio Grande photos by Krause 64pp soft $8.50
Uintah Railway (A12621), Bender. Fine photos and detailed history of "The Gilsonite Route." 240pp hard.....$39.95
Union Pacific Official Color Photography, Book 2 (A14308), Schmitz & Yanosey. A second volume of official company photographs illustrating the Union Pacific's famous Armour yellow scheme through the years — on both passenger and freight equipment. 128pp. hard $54.95
Union Pacific's Sherman Hill in the Diesel Era (A16146), Wolff. UP's famed Sherman Hill has played host to a wide variety of diesel power over the years. It's all captured here in a remarkable volume of black & white and color photography from the 1960s to today. 224pp. hard..... .....$48.00
Union Pacific Official Color Photography Book I (A14284), LeMassena & Yanosey. Gorgeous pictorial of UP steam & vintage diesels. 128pp hard..... .....$49.95
UP Locomotive Directory 1998 (A16139), Strack. Detailed roster with B&W photos. 208pp, soft $19.95
Western Pacific Locomotives and Cars (A17264), Dorin. A color and B&W look at the steam, diesel, passenger and freight equipment of the WP. Includes detailed rosters and equipment diagrams. 128pp hard $24.95
Alco's to Allentown (A12501), Biery. Pennsylvania diesel pictorial with Alcos, Baldwins, F's, more. 111pp,soft....$29.95
Along the East Broad Top (A12606), Heimburger. Vintage photos and history. 248pp hard $41.95
Anthracite Country Color (A16869), Bernet. Color photos of early diesels, some steam in eastern Penn. 48pp soft.$19.95
B&O's East End: Neck of the Bottle (A17051), Hollis & Roberts. Harpers Ferry to Cumberland. 224pp hard....$50.00
B&O Great Photos...A Pictorial (A17050), Roberts. From steam to CSX, in color & black white. 206pp hard $40.00
B&O Thunder in the Alleghenies (C00097), Mellander. New edition of a classic! A photographic look at mountain railroading in the final days of steam and early days of diesel. Focuses on legendary B&O places like Sand Patch, Magnolia Cut-Off, Seventeen Mile Grade and more. 80pp soft $14.95
Baltimore & Ohio Heritage 1945-1955 (C52), Krause & Crist. Steam/diesel action in black & white. 48pp soft .. $7.95
Baltimore and its Streetcars (A13419), Harwood. Pictorial of Baltimore streetcar lines. 98pp soft $10.95
Before Guilford (A15901), Cook. 160 great color photos of D&H, B&M and MEC before they were purchased by Guilford. A nice look back at classic NE railroading. 128pp hard. $39.00
Bessemer & Lake Erie Railroad in Color (A14290), Lorenzo & Clark. B&LE diesels past and present. 128pp hard $49.95
Boston & Maine Trackside (A14310), Mitchell and Byron. Mitchell's photographs capture the colorful NE carrier in two distinct time periods — the '50s and the '70s — showcasing the line in both the steam-to-diesel transition and the second generation diesel era. All-color. 128 pp hard.....$54.95
Building the Independent Subway (A13404), Kramer. Reprint of illus. history of NYC subways. 80pp, soft.....$15.95
Commuter Trains to Grand Central Terminal (A13420), Nelligan. Contemporary and vintage action. 68pp soft . $7.95
Conrail Motive Power Review 1986-1991 (A16132), Withers. Details on Conrail diesels, with rosters and extensive illustration. 252pp, hard.....$48.00
Conrail's SD40 and SD40-2's (A16865), Bernet. All-color pictorial covering the popular EMD locomotives on Conrail. Includes roster information 48pp soft $19.95
Conrail - Final Years 1992-1997 (A16138), Withers. Thorough coverage of Conrail's later diesels. 208pp, hard. $48.00
Connecticut Company's Streetcars (C00082), Kramer & Wadhams. Black & white photos, rosters. 96pp soft .. $21.95
Connecticut Company's Streetcars (C00083), Kramer & Wadhams. Black & white photos, rosters. 96pp hard . $26.95
Cumberland & Pennsylvania Railroad (C63), Mellander. B&W pictorial on WM's coal carrier. 64pp soft $9.95
Delaware & Hudson in Color Vol.1 (A14275), Sweetland. Great pre-Guilford pictures. 128pp hard $45.00
Delaware & Hudson in Color Vol. 2 (A14287), Plant & Plant. The final years before Guilford. 128pp hard.....$49.95
Diamondbugs (A16870), Grasso. Rail motor cars on the Erie. Rare photos, well-researched text. 64pp, soft $14.95
East Broad Top: Slim Gauge Survivor (A15909), Mellander. Color album of regular-service EBT. 126pp hard ..$48.00
East Broad Top (A12048), Rainey & Kyper. Comprehensive history with maps and photos. 256pp hard.....$49.95
Electric Trains to Reading Terminal (A17250), Coates. Reading Co. in Philadelphia. 112pp soft $17.95
Erie Lackawanna East (A13424), Zimmermann. Pictorial look at the final days of the EL. 80pp soft $9.95
Erie Lackawanna in Color Vol.2 (A14273), De Young. Diesel scenes in New York State. 128pp hard $45.00
Erie Lackawanna in Color Vol. 3 (A14286), De Young. Lines south and east of Binghamton. 128pp hard.....$49.95
Erie Lackawanna in Color Vol.1 (A14261), De Young. Diesel scenes on the West End. 128pp hard $45.00
Erie Memories (A13429), Crist. Over 200 B&W photos plus maps, grade profiles, rosters and more. 260pp hard....$39.95
Erie Railroad in Color (A14259), Sweetland. All-color steam and diesel coverage. 128pp hard $45.00
The Erie Railroad Story (A14206), Carleton. B&W photos of Erie motive power. 224pp hard $38.95
Guilford: Five Years of Change (A16902), Hartley. Guilford ownership on the B&M, MEC and D&H. Color. 112pp soft $30.00
Hard Coal Carriers Vol.1: First Generation Geeps (A16863), Bernet. GPs in the Northeast. 80pp soft.....$19.95
Hard Coal Carriers Vol.2: Camelback Twilight (A16864), Bernet. CNJ's early passenger locos. 96pp soft.....$19.95
Hoboken's Lackawanna Terminal (A13423), Sculi. Many rare photos. 96pp soft $12.50
Horseshoe Curve Remembered (A00912), Kramer. Color and B&W pix of the curve in all eras. 16pp soft.....$3.95
Hudson & Manhattan Railroad Revisited (A14205), Carleton. 230 photos, 12 maps and more. 128pp hard $29.95
Ida Was a Tramp (C78), Quinby. Steamship and railroad lore intermixed. 278pp hard $12.00
Jersey Central Lines in Color (A14250), Brennan. From NYC to Scranton, mostly 1960s scenes. 128pp hard . $45.00
Jersey Central Story (A14211), Carleton. Locomotive history in black & white photos. 224pp hard $37.95
Jersey City Westbound (A15750), Henderson. CNJ in more than 115 color images. 88pp soft $29.95
Lackawanna Heritage 1947-1952 (C69), Krause & Crist. Memorable black & white photos. 48pp soft $8.95
Lackawanna - Superpower RR of the Northeast (A17263), LeMassena. DL&W steam 1913-1953. 102pp hard $26.95
Lackawanna Trackside (A14311), Del Vecchio. Former R&R associate editor Mike Del Vecchio assembles the photographs of Henry Peterson for an all-color look at the Lackawanna Railroad in the 1950s steam-to-diesel era.128pp hard $54.95

Send your order with payment to:
Carstens Publications
P.O. Box 700
Newton, NJ 07860
Or Call Toll Free: ***1-800-474-6995***
Or Fax Your Order To Us
1-973-383-4064
Major credit cards accepted.

Shipping and Handling Charges

Merchandise total	*add for S&H USA*	*Canada*	*Foreign*
$10.00 or less	$4.00	$8.00	$10.00
$10.01-$30.00	$5.00	$9.00	$11.00
$30.01-$50.00	$6.00	$10.00	$12.00
$50.01-$75.00	$7.00	$11.00	$13.00
$75.01 or more	$8.00	$12.00	$14.00

NJ residents add 6% sales tax, Canadians add 7% G.S.T. Payment in US funds. Please allow 4-6 weeks for delivery. Prices supercede prior prices. Prices and availability subject to change without notice.

Carstens Publications, Inc. • P.O. Box 700 • Newton, NJ 07860

I've enclosed $ _____ in: ☐ check ☐ money order ☐ credit card (no cash please)
Please send books indicated below:

Title _____ Book # _____ Price _____
Title _____ Book # _____ Price _____
Title _____ Book # _____ Price _____
Title _____ Book # _____ Price _____

CHARGE TO: ☐ American Express ☐ Optima ☐ MasterCard ☐ VISA ☐ Discover exp. ___/___/___

CARD # _____ SIGNATURE _____
NAME _____ STREET _____
CITY _____ STATE _____ ZIP _____

The Life and Times of a
LOCOMOTIVE ENGINEER
by Charles F. Steffes

Charles Steffes worked as a fireman and locomotive engineer on the Southern Pacific from 1937 until his retirement in 1976. His humorous and insightful autobiography brings to life a time of transition on the rails — the historic change from vintage steam power to first generation diesels.

Steffes details the glory days of this exciting era in railroading in California — before, during and after World War II. Attempting to enlist in the Seabees, Steffes discovered that the SP had gotten him an essential war deferment: See what it was like during the hectic war years as traffic grew heavier, and the changes wrought by diesel locomotives. **$19.95 +S&H**

TO ORDER CALL TOLL FREE:
1-800-474-6995
Carstens
PUBLICATIONS, INC.
P.O. Box 700, Newton, N.J. 07860

On The Menu

News and detail on dining by rail — by JAMES D. PORTERFIELD

Grilling Tom Costello

IF THERE WAS A *Who's Who in American Railroading, 21st Century Edition,* Tim Costello would be the first person to emerge as a potential entry. When asked in an interview to "tell us a little about yourself," we come to learn why. Mr. Costello's response reveals his age (43), his title (Account Executive Chef), and his employer (Gate Gourmet). On which account is he an Executive Chef? If you said "Amtrak," read further. Chef Tim adds, "I also work on menus for SwissAir, Sabena, Virgin Atlantic, TWA and regional carriers like Legend Airlines." Although he is said to work from his home in central Ohio, he spends up to 47 weeks a year on the road.

Costello graduated from the prestigious Culinary Institute of America in Hyde Park, New York, on July 12, 1996, at the tender age of 40. He'd had the restaurant industry work experience required for CIA admission by way of his family's restaurant and by operating his own catering business. When he graduated, he worked a year in the kitchens of the Waldorf-Astoria Hotel in Manhattan, then returned to Ohio as the Executive Chef at Hiram College. He joined Gate Gourmet in 1999, and went to work on the Amtrak account in 2000. Oh yeah, he was also a professional baseball player, pitching in the Atlanta Braves farm system from 1974 to 1980. This checkered background no doubt made him right at home among many of Amtrak's most interesting onboard personnel.

JAMES D. PORTERFIELD

TOM COSTELLO

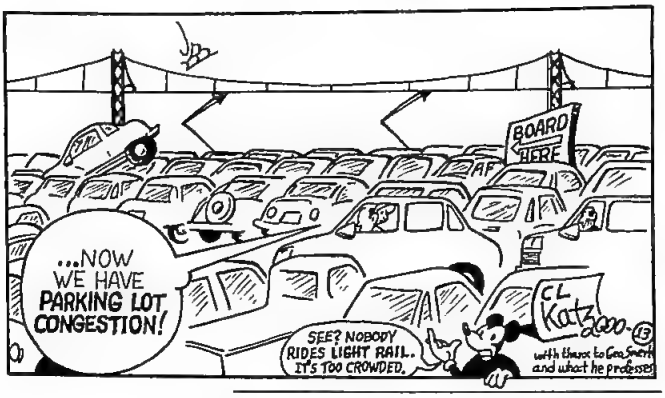
Chef Tim then explained how the coming new InterCity menus came about: "I was appointed to our Amtrak Culinary Development Team early," he says. "It includes our Corporate Executive Chef, Bob Rosar, and two other chefs. For InterCity, we built on the work we did for Acela. But Acela service, with its 'point A to point B to point C in one day' orientation, is more akin to the service concept employed by airlines. Its menus feature food actually prepared in a Gate Gourmet flight kitchen and taken to a Commissary and thence onto the train. Service on the InterCity trains originates at the Commissary, with some items supplied by outside vendors and others prepared on board."

After work on Acela was completed, the Culinary Development Team's attention turned to InterCity menus. "That was in October," Costello says, "with one-week workshops held in Chicago, Los Angeles, New York and Washington, D.C. We got together with eight to twelve Amtrak chefs, including at least one crew from each InterCity train. We also included commissary people and vendors in the mix to make sure we all stayed on the same page. We critiqued existing menu items. We discussed what would and what would not work. Then we selected our menu items and developed cooking techniques for each. To rehearse, we prepared three-course meals and, on day four, held a showcase meal for Amtrak executives, product line managers, and others who came in to try our foods.

The dishes were evaluated for taste, flavor, texture, aroma and appearance. With feedback, we then finalized five different cycle menus."

The extensive new menus will be described in detail next month. To whet your appetite, know five entrees, including eggs, pancakes, waffles or French toast, omelets and quiches, as well as eleven side dishes, are planned for breakfast. Luncheon offerings include six main dishes, as well as soup, a salad and an array of unique side dishes. Dinner will open with a hot or cold appetizer, followed by a choice of salads, then a main course that offers beef, poultry, seafood, a meat-based pasta, a vegetarian selection, or a regional specialty, each accompanied by choices among three starches and three vegetables. For dessert, as many as six offerings. One of them, Peek-A-Boo, will be Amtrak's signature dessert.

To save space, and to ease the work load a little, some items, like the omelet or quiche at breakfast, or the pasta dish at lunch, may carry over to the next meal's menu (lunch and dinner respectively in the example here). Some items, like the proposed regional specialty, smoked salmon wrapped around scrambled eggs and served with a fruit garnish, will have the size and look of a brunch item and may be offered at both breakfast and lunch. "The crews had to be assured the expanded menu wasn't going to mean an overwhelming workload," Costello says. "The number of people served doesn't change," he argues, "and our planning resulted in prep times remaining steady


BOARD HERE
...NOW WE HAVE PARKING LOT CONGESTION!
SEE? NOBODY RIDES LIGHT RAIL. IT'S TOO CROWDED.
CL Katz 2000
with thanks to Gee Smith and what he protests!

across the menu." For example, a steak, which may have been seasoned on board in the past, can now come from the vendor already seasoned. At the same time, the trains lend themselves to culinary creativity. An example? "Bones," says Costello. "Bones in airplane food is a no-no. But here we can cook a rack of lamb, or a rotisserie chicken."

"We are now (early January) in final testing," Costello continues. "Two or three chefs from each region have formed into a core team. The teams are working with the various items on the trains, especially with those made entirely on board." The last step will be a set of diagrams showing how to pack each dining car with all the items required to support the menu." The new menus go into effect on March 1st. "Each cycle will last 90 days, and will rotate. Cycles 1, 2, and 3 go into effect first. Then it will be cycles 4, 5 and 1, followed by 2, 3, and 4 and so on." This will insure passengers get variety, whether they are on one trip out and back, or use the train frequently for travel. For example, the Capitol Limited may have Cycle 1 meals from Washington to Chicago, and Cycle 2 menus from Chicago to Washington. A hint of just how complex this all is comes when you try to figure out which cycles would then be assigned to connecting trains for those passengers at either end, let alone menus to put on returning or connecting trains at subsequent terminal cities. One writer's laptop nearly imploded at the effort.

If that isn't enough, consider these additional complicating factors: One goal of the new menus, one that serves both the culinarians and the accountants, is to maximize the use of fresh seasonal items on all cycles. That alone is a substantial juggling act. Further, regional specialty items, another goal of the new menus, pose two problems: They are difficult to produce in quantity; and, because they would be unique to a train, and thus would be ordered in smaller quantities than other menu items, hurting the economy of scale gained by all the planning. Also, the vendors selected have to offer national distribution, yet be flexible enough to accommodate Amtrak's unique demands.

For example, to avoid "condemnage," the items supplied have to be packaged, say, five, not the customary 30, to a pack. And while it's been said that Gate Gourmet's chefs eyes lit up when they saw how large a dining car kitchen was, when compared to an airplane's galley, on closer inspection it became clear there were a number of different kitchen floor configurations they had to plan for.

What other surprises did he encounter working with Amtrak InterCity? Costello ticks off a number of timeless challenges: High end meals won't hold up for the three or four days it takes a train to complete its run. Train passengers get to choose when they want to eat, instead of being fed on a short and tight schedule. Varied menus mean varied cooking times for the different dishes, requiring complex planning.

That said, just listening to Tim Costello whets the appetite for what is to come. He is knowledgeable, something that surely inspired dining car crews to buy into his and Amtrak's vision and strategies. He is enthusiastic, both about the trains (yes, he is riding them now as part of his professional development), and about his meals, a quality you want in your chef. He is a cook, with several of his own creations, as well as his contemporary interpretations of rail dining classics, finding their place on to his menu.

In sum, Tim Costello is well positioned to make his mark on railroading in the early years of the new century. For this traveler, at least, that has put the "Happy" in this New Year.

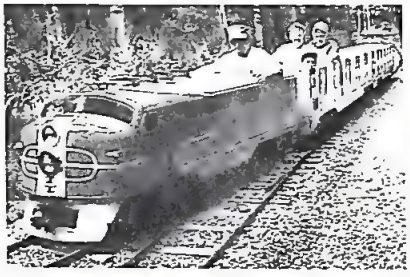
Coming Next Month: The menus. You won't believe the variety of mouthwatering meals you have to look forward to.

Note: The information so generously provided by Tim Costello, and others at Gate Gourmet and Amtrak, it must be stressed, is tentative. Final testing and approval of all items and policies cited here were still in progress when the interview with Tom Costello was conducted on January 4, 2001.

Dinner Train Guide: The annual dinner train guide will appear in the June 2001 R&R. If you are a new dinner train operator (or got overlooked last year), please contact this writer at the address below.

PLEASE SEND correspondence concerning ON THE MENU directly to James Porterfield, 763 Cricklewood Drive, State College, PA 16803.

Grand Scales
QUARTERLY



Dreaming of your own miniature railroad? Come learn from those who have taken the dream to reality! Featuring public & private estate railways, park trains, "how-to", RR safety, networking and more! Color photos! Subscribe today!

530-527-0141
P.O. Box 8953, Red Bluff, CA 96080
$20 US / $25 International
www.grandscales.com

RAILFAN BINDERS

Make your *RF* collection easy to find, organized, safe, and ready for instant use. Handsome official deep red binders are stamped in gold and hold 12 issues. Include actual street address as well as P.O. Box number for quick delivery. $9.95 + s&h

S&H charges as follows: In US $4.00 (for orders under $10.00) $5.00 (for orders $10.01-$30.00) $6.00 (for orders $30.01-$50.00) $7.00 (for orders $50.01-$75.00) $8.00 (for orders $75.01 or more.) Canada add an additional $4.00, Foreign add an additional $6.00. NJ residents add 6% sales tax, Canadians add 7% G.S.T. Checks must be drawn on US bank and in US funds. Please allow 4-6 weeks for delivery. Prices supercede prior prices. Prices and availability subject to change.

TO ORDER CALL 1-800-474-6995

Carstens Publications, Inc.

CATENARY VIDEO PRODUCTIONS
THOSE WERE THE DAYS!
Modern Steam, Early Diesels, Long Lived Interurbans, Logging in the Woods, and a Fascinating Variety of Equipment and Routes in the Post WW-II Era. See Why These Fabulous Times So Impressed Many Fans — Both Young and Old. Our Digitally Enhanced Transfers From Historic Films of the Era Put You Front and Center for the Finale of This Great Show!
Send #10 SASE for free brochure of all current videos.
Catenary Video Productions
VISA Toll Free: 800-343-5540 MasterCard
FAX: 201-652-1973
Mail: 22-D Hollywood Ave. Ho-Ho-Kus, NJ 07423
Please enclose $4 S&H first tape; $1 ea add'l
Calif. Residents add 8% Tax
Visit Our Web Site: www.catenaryvideo.com

Check out:
www.carstens-publications.com
Subscribe, order back issues and books, get in touch with us ... all on-line.

MORNING SUN BOOKS
Two new all-color books for April 1st:
Union Railroad *In Color*
by Rich Borkowski, Jr.

The seldom-photographed Union Railroad fed the blast furnaces of Pittsburgh, PA with its fleet of EMD switchers and "Buffalos". Lots of steel mills and heavy industry in this book!

Detroit Toledo and Ironton *In Color*
by David H. Hickcox & Dale A. DeVene, Jr.

Follow this fascinating carrier from the Motor City southward into the Midwest as it battled to maintain traffic against much larger competition. More than 200 color photos detail the entire system.

Both of these all-color 128 page hardcover books will be available April 1, 2001.
Order today at the special pre-publication price of:
Each @$43 + $3.50 postage, $5 foreign.
Include street address for UPS delivery.
NJ residents add $2.58 tax.
VISA accepted 9 am 5pm EST call (908) 755 5454
After 4/1/01, price is $54.95 each

Morning Sun Books, Inc.
9 Pheasant Lane
Scotch Plains, NJ 07076
MORNING SUN BOOKS INC.
www.morningsunbooks.com

Camera Bag

Your guide to railfan photography

by JIM BOYD

TWO PHOTOS JIM BOYD

ABOVE: *Fall foliage frames the New York, Susquehanna & Western E-units on a fantrip at Sparta Junction, New Jersey, in October 1999. Note how the shadows on the ground add to the framing effect to focus the viewer's eye on the more colorful elements of the scene.* ***OPPOSITE:*** *An ordinary cornstalk became a framing element and typified the southern Wisconsin countryside of the Milwaukee Road's legendary Mineral Point branch in August 1999. This is a classic "Bob Olmsted shot."*

Framing the shot

GROWING UP in the cornfields of northern Illinois I had no mountain vistas or dramatic Western skies to photograph with my trains. There were just a lot of grade crossings and a few grain elevator towns between the engine terminals and busy yards in cities like Chicago and Milwaukee. I had a hard time relating to Dick Steinheimer's Donner Pass or Hank Griffiths' Blue Mountains or even Jim Shaughnessy's Rutland.

My early photography was pretty mundane normal-lens action stuff and a whole bunch of roster shots (using a Kodak Chevron with no interchangeable lens). But it was the early 1960s, and the F-units and Geeps and Alcos were colorful and plentiful, and I was happy. I just assumed that there wasn't much you could do in the Midwest to make interesting pictures.

Then I got my first book by Bob Olmsted. He was wandering the same countryside that I was, but his images seemed a lot more interesting than mine. His stuff was black & white and normal lens, but it had variety and style. This was worthy of more study, because Bob could make an interesting picture out of the most minimal elements like a crossbuck or a fencepost or a rural mailbox or a little timber culvert. Depots and buildings and truss bridges and signals were spectacular additions when they showed up.

I didn't meet Bob until many years later, but his books of that era had a profound effect on how I viewed the potential of any trackside scene. He was a master of one of the simplest and most effective aspects of photography: framing. He would use those fenceposts and cornstalks and crossbucks to bracket his primary subject by getting in close and exaggerating their size. Those elements are almost everywhere, but they are often overlooked by railfan photographers.

To this day, when I arrive at a potential photo location, I'm scanning lineside for little things to include in the scene (the big things like buildings or overhanging trees will often attract me to a site in the first place). One or two small elements can transform the typical grade crossing wedge into a reasonably interesting photo.

Framing elements will also help draw you away from the tiebutt mentality of the three-quarter wedge shot. Look around on the other side of the ditch or pole line to see if there is anything that can be worked into the scene. The photo at right typifies my "Olmsted mentality" of photo composition. In August 1971 I was chasing an eastbound local on the Milwaukee Road's Mineral Point, Wisconsin, branch. He was making about 15 miles per hour, and I had lots of chances to chase and get ahead of him, and while there were many "obvious" shots in towns or off bridges, it was a challenge coming up with "different looking" shots in the essentially featureless cornfields and tree groves. Using Olmsted's approach, I started scanning the elements on the opposite side of the road from the tracks and noted some distinctive corn rows. I slapped on my 28mm wide angle lens and dropped the shutter

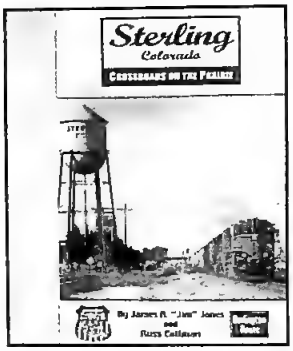
speed to 125th and stopped down the aperture. The result was not great art, but it was an interesting shot in an otherwise rather ordinary situation, and it became a definite "keeper" in the resulting slide show.

While framing works well with any focal length lens, it works particularly well with wide angles, since you can get close to something small and exaggerate its importance to make the scene more interesting, and the greater depth of field of the short lens helps keep everything sharp. At the other end of the spectrum, telephotos are the most difficult to frame with, since they suffer from relatively shallow depth of field, although teles can be very effective with large framing elements like trees, signals, buildings and even mountains.

During fall colors, I am particularly fond of using trees for framing, where you can make the back-lighted or cross-lighted leaves a more prominent part of the scene, such as the NYS&W E-unit fantrip in October 1999 (**left**). The units rounding the new connection at Sparta Junction, New Jersey, also illustrate an often-overlooked element of framing: the shadows on the ground. That shot would have been much less effective with bright green grass in the foreground. It's the darkness of the tree trunk and the shadows on the ground that focus your attention at the units and emphasize the color of the foliage.

Once you start looking for framing elements, the quest becomes an "automatic" part of your approach to photography. When I approach any potential shot, I'll look for framing elements and, if time permits, explore the non-obvious viewing angles, such as pulling back away from the track and even working the light "from the dark side." Sometimes you can achieve the ultimate frustration of paralysis by indecision, but more often, it will yield consistently better variety and interest in your images.

Sterling
Colorado
CROSSROADS ON THE PRAIRIE



New Sundance Book...
Featuring the Burlington Route and Union Pacific System
A 352-PAGE CHRONICLE – WITH 32 FULL-COLOR VIEWS
400 HISTORIC BLACK-AND-WHITE PHOTOGRAPHS
Priced at Only... $49.00
Plus $4.00 Shipping & Handling
SUNDANCE PUBLICATIONS Ltd.
250 BROADWAY • DENVER, COLORADO 80203
Telephone 303 / 777-2880
Send For New Free Catalog!

TrainWeb.com
Trains on the web? TrainWeb.com!

Rail Travel, Model Railroading, Railfanning & Rail Industry
RAILsearch most comprehensive rail search engine!
360x360 Photos virtual tours of many trains and stations!
RAILcams live video coverage of action along the rails!
50,000+ Photos of trains & train travel!
Rail Travelogues of many rail travels from several authors!
Also featuring schedules, fares, forums & live chat!
CHECK OUR FREE DSL & DIAL-UP INTERNET ACCESS!

The Dixie Line
NASHVILLE, CHATTANOOGA & ST. LOUIS RAILWAY by Charles B. Castner, Jr.

The Dixie Line was Grandpa's Road. The snappy 1100 mile Nashville, Chattanooga & St. Louis Railway was a class act with over 200 locomotives, 4000 employees, 7000 freight cars and its own marine fleet of barges and steam boats. Today it's a vital part of the giant CSX System. With roots dating back before the Civil War, the NC&StL covered an area from the Mississippi river through to Atlanta. The road's crack Dixie Flyer, Dixie Limited and Dixie Flagler were followed by the new Georgian and City of Memphis. This exciting new book covers the early history and the herculean efforts needed during wartime to move traffic using any available equipment. The road beat out competitive roads by upgrading equipment in its own shops and streamstyling several 1913 vintage Pacifics. The first road diesels arrived in 1948 with complete dieselization occurring in 1953. The NC&StL merged into the SCL System and CSX. Author Charles B. Castner was formerly with the Louisville & Nashville Public Relations Dept. The new book is packed with photos of the NC&StL both before and after the merger with the L&N. Streamlined steam power and a variety of diesels are included in the many photos. Samples of passenger rolling stock provide a clue to the services once offered. Hardcover, C00087 $26.95 + s&h

S&H in US $5.00 per book, Canada add $9.00, Foreign add $11.00 NJ residents add 6% sales tax. Canadians add 7% G.S.T. Payable in US funds. Please allow 4-6 weeks for delivery. Prices and availability subject to change.

TO ORDER CALL: 1-800-474-6995
Carstens PUBLICATIONS, INC.
P.O. Box 700, Newton, N.J. 07860

TROLLEYS of the LEBANON VALLEY, Pennsylvania
A 120 page, 6x9 inch, soft-cover book - $16.00
The history of the HERSHEY TRANSIT and the LEBANON VALLEY STREET RAILWAY with overviews of other electric railways that entered the valley.
BEN ROHRBECK TRACTION PUBLICATIONS
1003 N. Chester Rd., West Chester, PA 19380-6021

PENNSY STEAM:
by Paul Carleton
A SECOND LOOK
Hard Cover, 208 pages. $37.95
order from: D. CARLETON
P.O. Box 1827, Dunnellon, FL 34430
Write for our free brochure
http://members.nbci.com/dcarleton/Railbooks.htm

Looking for a Train Show in Your Area?
Want to get World Wide exposure for your show?
Log on to the MRIA Web Site and go to the "Time Table".
WWW.MRIA.ORG
Model Railroad Industry Association
303 Freeport Road
Pittsburgh, PA 15215

WHAT DO YOU GET...
...in the world's largest and best-known rail preservation society?
- Bimonthly historical magazine
- Annual NRHS Convention
- Over 160 Chapters in the USA, Canada and Great Britain
- The satisfaction of keeping our railroad heritage alive

SEND $18 for membership ($9.00) in June, July & August; outside USA add $4) or ask for more information.
NRHS
P.O. Box 58547-D
Philadelphia, PA 19102
Phone: 215-557-6606 Fax: 215-557-6740

Transit Currents

Light rail, transit and commuter rail news

DART long-term

There was light turnout at the polls, but better than 77% of voters approved long-term financing for Dallas Area Rapid Transit. DART will be able to sell $2.9 billion in bonds, and will move ahead much more quickly with its public transit projects. With the proceeds from the bonds, DART will build rail lines to Carrollton, Farmers Branch, North Irving, South Dallas, Fair Park, Pleasant Grove and Rowlett. Instead of waiting until 2018, the light rail system will be extended to the Dallas/Fort Worth International Airport in 2010.

On the commuter rail front in the Dallas/Fort Worth area, by the time you read this, Trinity Railway Express will expand its service from Dallas through Irving to Richland Hills. Service between Dallas and the center of Fort Worth is expected to begin in 2001. Mike Murray was kind enough to supply the information.

MAX chooses route colors and names

Following the trend in other cities, the MAX light rail system in Portland is using color coding for its various lines. The present 33-mile line between Gresham on the east and Hillsboro on the west will now be dubbed the Blue Line. The light rail line to the airport will be the Yellow Line when it goes into operation in the near future. The Interstate MAX line, which will soon be under construction, will be known as the Red Line. If there is ever light rail construction to Milwaukie in Clackamas County, it will be the Green Line.

The Yellow Line is to begin service to the airport on September 1, 2001. Track construction is expected to be complete by April 2001. A fleet of seven cars will be assigned to the Yellow Line. On January 1, 2000, the first of the Yellow Line cars goes into the shops for retrofitting with baggage racks. Many thanks to Henry Korman for the information.

Funds for Seattle rail construction

Large sums of transit money from the Federal Transit Administration have been earmarked for the Seattle area. Just in time, too, because construction will soon be under way on the light rail line. The tunneling will be especially expensive; the 4.5 miles of additional tunnel will cost about a half billion dollars.

The new tunnel will connect with the existing trolley bus tunnel in downtown Seattle. The underground line will follow a meandering route from the current West Lake station to First Hill and Capitol Hill. The line then heads north to the University of Washington, with stations at Northeast Pacific Street and Northeast 45th Street. It is very likely that the subway will eventually continue north from this point. Henry Korman was kind enough to supply the information.

Growing pains in Phoenix

Thanks to a positive vote, Phoenix is about to embark on major transit improvements, including a new light rail line. Now the growing pains start. The NIMBY's have come out of the woodwork, and all kinds of problems are surfacing from people who don't want the rail system in their front yards, back yards, side yards or anywhere close by. Of course, they want the service to be convenient. The light rail system plans to build a maintenance yard not far from Sky High International Airport. Unfortunately, the land owner wants to build another kind of development there and can't see sharing the space with light rail. Many thanks to Alfred E. Barker for the information

Federal grant for Chicago

In this day of discussing billions, we hardly raise an eyebrow when we're only talking about millions. Still, it appears that $832 million of federal money will be going to the Chicago Transit Authority and Metra, the commuter rail division of the Regional Transportation Authority. The money will be parceled out over several years and will require local matching funds.

The projects include rehabilitation of the 103-year-old Douglas Park Blue Line branch of the elevated. The Douglas Park line is in such bad shape that trains are limited to 15 miles per hour over large portions of the elevated structure.

A little distance north of the Douglas Park branch is the Ravenswood line of the CTA elevated. The Ravenswood line is enjoying a large increase in patronage and expansion of its station platforms is needed. The area served by the Ravenswood elevated is making a major economic comeback and gentrification. More residents are riding rapid transit into the Loop. The platforms are only long enough for six-car trains, and will be expanded to handle eight-car trains.

These important CTA projects are complemented by major undertakings at Metra. A priority will be double tracking the North Central commuter line that runs from downtown Chicago to Antioch; because of heavy freight traffic on the single-track Wisconsin Central line, only ten commuter trains can be operated daily. After double tracking, the line will be served by 22 daily commuter trains.

In another major project, the Union Pacific West Line would be extended from the current terminal at Geneva to Elburn, Illinois. Another candidate for expansion is Metra's former Wabash Southwest line that operates from the Chicago Loop to Orland Park, a rapidly developing area. This line will be extended eleven miles to Manhattan in Will County, Illinois, with track and signal improvements permitting 30 trains a day instead of the present 18.

Both Metra and the CTA worked together through the political process to get the money moved. Speaker of the House Dennis Hastert, whose district is served by one of the Metra lines, played a large role. Former Vice President Gore also supported such undertakings. Many thanks to Steve Scalzo

by GEORGE M. SMERK

financing approved

for his kindness in sending the information.

Dennis McNeil also sent information about proposals for extending services of the various commuter rail lines well beyond their current terminals, including pushing the Union Pacific line north from Kenosha into Milwaukee. Expect to see these projects unfold over the next decade, when there will be substantial expansion of commuter rail service in the Chicago area.

L.A. MTA: Toilets and parking

The Los Angeles Metropolitan Transportation Authority gave a billboard company rights to what some calculate as a $50 million value in outdoor advertising space. What did the MTA get in return? Ten toilets. The MTA will also get ten percent of the revenue from the billboards, plus some free ad space and radio air time, so it is not as bad a deal as it might seem at first. The public conveniences are high-tech and self-cleaning. You can bet this one played well in the Los Angeles press.

Playing better was a project by the MTA to add 356 parking spaces at North Hollywood and Universal City stations. A real parking crunch occurred at these stations after the recent extension of the Red Line into North Hollywood. Ridership has been much heavier than expected, and the parking spaces available were simply insufficient. It is always hard to estimate what ridership will be when a completely new service is offered; it is probably wiser to underestimate potential ridership. Average daily boardings and arrivals at the North Hollywood station reached 15,902 in August, and are still rising. Many thanks to Martin Gombert for the news.

Los Angeles still seeks rail expansion

With the notion of expanding subways pretty much foreclosed in Los Angeles, alternatives to subway construction that would offer major transit improvements are being investigated by the Los Angeles County Metropolitan Transportation Authority. An extension of light rail service from downtown Los Angeles to the east side is one possibility, as is a light rail line to Santa Monica. In all likelihood, a proposed elevated line down the middle of Wilshire Boulevard will not see the light of day. However, a dedicated busway in the San Fernando Valley might be feasible.

A media tour of the subway extension to Hollywood was carried out in late January. Public operation of the subway is expected in June. When it is finished, the Red Line will have cost $4.5 billion, will be 17.4 miles long, and have 16 stations. The trip from North Hollywood to Union Station will take 27 minutes. Many thanks to Douglas I. Duncan and John Allan Lee for the news.

Las Vegas monorail

The Las Vegas monorail project is expected to cost about $354 million, as Bombardier and Granite Construction design, build and equip the fully automated monorail system. Bombardier will be responsibile for the electrical and mechanical systems, and will construct 36 M-VI monorail cars. Bombardier will also operate the system for the first five years, with an option for an additional ten years. The operation and maintenance contract is expected to have a contract value of $56 million. The Vegas system will have seven stations over four miles of elevated dual-monorail guideway. It will integrate two existing monorail stations and re-equip the approximately one-mile guideway of the former MGM-Grand-Bally's monorail line. The 36 monorail cars will operate in nine four-car trains and will serve eight major resort properties, as well as the Las Vegas Convention Center. Thanks to Kathryn Nickerson and Gilles Tage for the information.

Railroaders with two hats

The New York City Transit Authority has some employees who actually work for two railways. One is, of course, the transit authority, and the other is the Army Reserve's 1205th Transportation Railway Operating Battalion. About two dozen members of the 1205th are experienced transit authority employees. The headquarters and sections A and B of the 1205th are based at Middletown, Connecticut. C section is at the Military Ocean terminal in Sunnypoint, North Carolina, about 25 miles south of Wilmington. Opportunities in the military unit include training classes as railway crew members, locomotive repairmen, track maintainers, and locomotive engineers. The unit also supports training missions to various locations around the country.

Most reservists from the Transit Authority in New York attend drill at the Naval Weapons Station Earle at Colts Neck, New Jersey, an easy drive from the city. The unit has training sites at the Long Island Railroad locomotive simulator, the Old Colony Railroad, the Connecticut Electric Railway Trolley Museum, the Danbury Railway Museum, the Old Colony & Newport Scenic Railway and the Pioneer Valley Railroad. Thanks to Tim Moriarty and Martin Piech for the information.

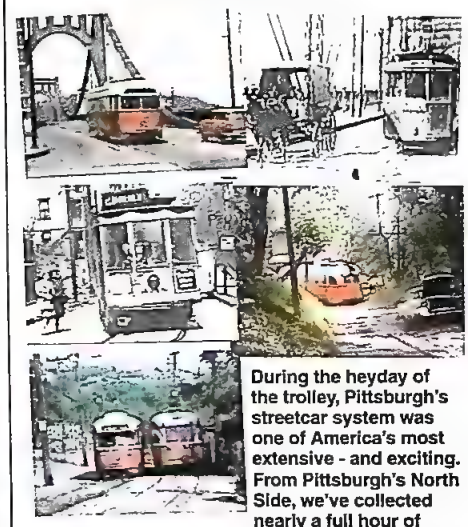
TRE timetables

RDC cars, locomotives and bi-level commuter cars all feature a big star identifying the Trinity Railway Express

PLEASE SEND any light rail, transit and commuter rail news items or correspondence directly to Prof. George M. Smerk Institute for Urban Transportation, 825 E. 8th Street, Bloomington, IN 47408-3805.

TRANSIT GLORIA MUNDI

NEW!
Steel City Traction 3
The North Side



During the heyday of the trolley, Pittsburgh's streetcar system was one of America's most extensive - and exciting. From Pittsburgh's North Side, we've collected nearly a full hour of vintage scenes from some of the city's best-loved lines, including the West View Loop and the famous Fineview Line. Mostly color. $39.95 + $3. S/H.

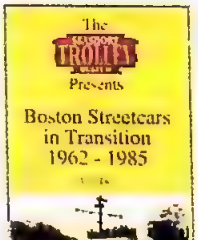
Ask for our FREE color catalog.

Let Transit Gloria Mundi take you back.

TRANSIT GLORIA MUNDI
36 East 27th Street, Dept. B-83
Baltimore, MD 21218
(800) 428-7003
All images digitized direct from masters

SEASHORE TROLLEY MUSEUM
KENNEBUNKPORT, MAINE

NEW



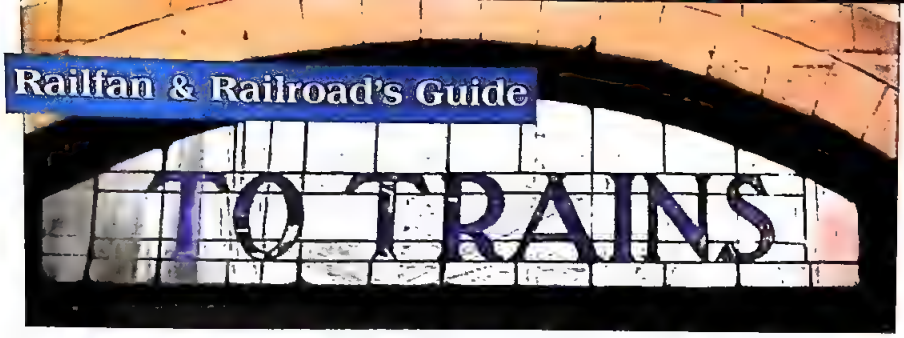
Color and B&W films from 8mm and 16mm. Approx. 63 min. with music and narration. $24.95

Film in Super 8. Some live sound. Approx. 51 min. with music and narration. $19.95

Add $3.50 for S&H per order

Corgi Models and many other Videos and Books available.
Visit our Website; E-mail or Call for Catalog

Seashore Trolley Museum
P.O. Drawer A
Kennebunkport, ME 04046-1690
(207)967-2712
e-mail: carshop@gwi.net
www.trolleymuseum.org



MUSEUMS, TOUR LINES and DINNER TRAINS

Railroad Museums, Tourist Lines & Dinner Trains help keep the history and spirit of railroading alive through entertainment, education, and involvement. We invite you to visit, enjoy and support these great museums and attractions.

The Bluebonnet Inn
Bed & Breakfast

214 S. Live Oak St.
Bellville, TX 77418
(979)865-0027
www.bluebonnet-inn.com
Beautiful historic Inn built in 1905 has 5 guest rooms, and is only 4 blocks from Historic Downtown Bellville. Great views from upper and lower balconies facing BNSF Mainline 70 yards away. 15-35 trains per day including TFM (Transportación Ferroviaria Mexicana).

THE TUNNEL INN
GALLITZIN, PENNSYLVANIA
Experience the Sound of over 60 trains per day blasting out of the twin tunnels on the former PRR mainline from our new 28' x 16' deck.
All rooms have private baths, Color TV and Air conditioning.
702 Jackson St.
Gallitzin, PA 16641
Visit our website at:

GOURMET DINING EXCURSIONS YEAR-ROUND
BRUNCH
LUNCH
DINNER
800-427-4124
Napa Valley Wine Train
1275 McKinstry Street, Napa, CA 94558

GEORGETOWN LOOP RAILROAD

Ride behind a steam powered locomotive through the spectacular scenery of the Colorado Rockies. Located one hour west of Denver on I- 70 in historic Georgetown.
303-569-2403 • Toll Free: 1-800-691-4FUN
www.georgetownloop.com
Georgetown, Colorado

ILLINOIS RAILWAY MUSEUM
HOME OF THE NEBRASKA ZEPHYR
Steam, Diesel Trains, Electric Cars
Send $3.50 for 32 page Guide Book or #10 SASE for Color Brochure with schedule & discount coupon.
Located in Union, IL (McHenry Co.) near Marengo exit I-90 • 35 miles from O'Hare. Info: Schedules (taped): (815)923-4000 Lodging: (847)695-7540
Illinois a million miles from monday
http://www.irm.org/
ILLINOIS RAILWAY MUSEUM
PO Box 427
Union, IL 60180

For information on advertising in Railfan & Railroad call
John Earley or Pete Lutegrove
Phone: (973) 383-3355
Fax: (973) 383-4064
e-mail: rds@railfan.com

trains which will [illegible] Dallas and downtown Fort Worth by fall 2001. As of September 2000, TRE served two stations on the east side of Fort Worth, while the downtown terminal was under construction. Five rush hour round trips serve Richland Hills, the closest station to downtown Fort Worth, and Union Station in Dallas. Service throughout the day is approximately hourly in both directions between Dallas and Centerpoint/DFW, with extra trains operating during the rush hours. Trains on Saturday run hourly from the Centerport/DFW station into Dallas, but there is no service on Saturdays to Richland Hills and the Hurst/Belle station closer to Fort Worth. All this will change in a year, after the line is completed into Fort Worth. I recently visited Amtrak's shops at Beech Grove, near Indianapolis. Beech Grove was painting and rehabilitating TRE locomotives and commuter cars. They are spectacular, if you like big stars. Many thanks to Henry Frick.

Tri-Rail revisited

The look of Tri-Rail, the Florida commuter service between Miami and the area north of West Palm Beach, has changed greatly. Beginning in the summer of 2000, Tri-Rail began to wrap its locomotives and cars in vinyl. The cars were just normal green and white bi-level cars, but now they have been wrapped with images of blue skies, white clouds, and palm trees. The reason is not just esthetic or tub-thumping for south Florida. Wrapping is actually cheaper and faster than painting. Tri-Rail estimates it would cost $1.5 million to paint the 26 cars, but only $738,000 to wrap them in vinyl. The wrap also helps bring attention to the improvements in Tri-Rail service. The railroad has a grant of $327 million for design and engineering work and to double track its line through Miami-Dade, Broward and Palm Beach counties. Many thanks to Mitchell Green for the interesting information.

Flashes

The **MINNESOTA** legislature has not learned that when Jesse Ventura says something, he means it. Governor Ventura made sure that certain bills that would have derailed the proposed Hiawatha corridor light rail project did not pass. The governor is a strong supporter of transit, and wants to see rail transit in Minneapolis and St. Paul. Thanks to George Isaacs for the news.

It doesn't take long for people to complain. Within a week of the opening of the **HUDSON-BERGEN LIGHT RAIL** line in New Jersey, residents along Essex Street in Jersey City had brought suit against New Jersey Transit. Their complaint: the light rail cars make too much noise. Thanks to Homer U. McDansey for the not-so-good news. Meanwhile, work progresses on converting the Newark City Subway from PCC's to light rail. A special farewell weekend for the PCC's is planned for April 2001.

From Henry Korman we learn that the **SEATTLE** City Council has killed the vote on the proposed much-expanded monorail system. The vote on the November 2000, ballot would have required that voters approve a $4 million study on the feasibility of expansion of the monorail. The Elevated Transportation Company, the force behind

the [illegible]orail exp[illegible]sion, was unable to find the [illegible]ate back[illegible]g it sought. ETC got $200,[illegible]0 in public money for a feasibility study. After two years the ETC has not succeeded in finding additional funding for design, engineering and construction.

Kevin Bunker writes that the ex-Pacific Gas & Electric California-type car, #35, has been purchased and repatriated from San Jose and is back in **SACRAMENTO.** He says that as of late spring, short excursions were run on the downtown portion of Sacramento's light rail line. The excursion route covers the area between 11th and K streets at Cathedral Square and 11th and R streets. The car is kept at the Regional Transit Metro's LRV shops. Because the catenary system is set up for pantographs, No.35 has to make its trips to and from downtown Sacramento powered by a towable generator. Eventually, Sacramento hardware will be reapplied to No.35, including wood and wire mesh truck skirts.

Mr. Bunker also says that people no longer give the **SAN FRANCISCO MUNICIPAL RAILWAY** a C average; MUNI's grade was raised all the way up to a B-minus in the latest rider survey done by a watchdog group entitled Rescue MUNI.

From the New York Division of the Electric Railroaders Association (P.O. Box 3001, New York, NY 10008-3001), I find that **NEW YORK CITY TRANSIT** put the R-142 and R-142A pilot trains of new rapid transit cars into service in June. This is really a 30-day in-service test on lines No.2 and No.6. The trains must operate approximately 15 hours a day in regular service for 30 consecutive days. The new trains must operate without a defect during this time period. Any defect that appears will restart the 30-day clock.

A fuss is still going on about how **WASHINGTON METRORAIL** handled the April 20th fire in the tunnel between the Farragut West and Foggy Bottom stations. Passengers suffered from the pungent smoke when a train was run into the area. New rules have been formulated to make sure that does not happen again. New policies for the fire department's response have been formulated. Part of the initial policy was to shut a line down, if even a small fire is spotted.

Mid-June saw the inauguration of new trolley service in downtown **KENOSHA, WISCONSIN.** The cars run east on 56th Street and west on 54th Street and link the Metra commuter rail station on 11th Avenue and 54th Street with Harbor Park on Lake Michigan. The hope is that the trolleys will stimulate interest and economic vigor downtown, and bring in tourists to help revive the downtown area. Thanks to Steve Scalzo for the news.

The construction of a rail line between the city center of **TORONTO** and Pierson International Airport was dubbed "an urban legend" by Howard Moscoe of the Toronto Transit Commission. As usual, funding is the problem.

Carl Edd sends the good word that the Contact-Plus smart card fare collection technology, which is widespread in Europe, is being introduced in **WASHINGTON, D.C.** Apparently, transit in San Francisco and Amtrak will also use the contactless so-called Smart Cards. The size of a credit card, Smart Cards have an embedded chip that activates a fare gate or other type of registering device.

Next Month

Coming up in....

RAILFAN & RAILROAD

TOM BAKER

• **2000 ALONG THE TRACKS:** From the ordinary to the extraordinary, we look back at the last year of the 20th Century as photographed by the contributors of RAILFAN & RAILROAD in a special ten page PHOTO LINE.

• **BLACK HILLS CENTRAL:** Started in 1956 as a narrow gauge line, the Black Hills Central is still going strong four decades later. Jeff Terry looks at the birth, decline and rebirth of this pioneer of the tourist industry.

JEFF TERRY

MAY 2001 ISSUE ON SALE APRIL 1

Next month

RAILROAD MODEL CRAFTSMAN

- **Museum visit:** Be sure not to miss the May issue of RAILROAD MODEL CRAFTSMAN as we continue our tour of San Diego's fabulous model railroad museum with a look at the large N scale layout on display there.
- **Dispatcher's Report:** Product news
- **Railbooks:** Book news and reviews
- **RMC Timetable:** Scheduled events
- **Test Track:** Product reviews
- **Collector Consist**
- **Editor's Notebook**
- **Prototype Articles**

Subscribe to *Railroad Model Craftsman!*

Call 973-383-3355 or 1-800-474-6995 or on the Internet at www.rrmodelcraftsman.com

MAY 2001 ISSUE ON SALE APRIL 1

Fine Art & Prints
by Betty Sedberry

Spencer Shops (circa 1950) Watercolor print
13" x 24" (limited edition of 1250) $50.00

Send SASE for brochure

Betty Sedberry's
ART STATION
Studio & Gallery

514 S. Salisbury Ave., Spencer, N.C. 28159
(Located across the street from the
North Carolina Transportation History Museum)
Toll Free 877-273-2408
also 704-633-6410
e-mail: sedberry@weblinkmail.net

RAIL DAYS

April 28-29, 2001
9a.m. - 5p.m. daily

- Unlimited train rides-steam and diesel engines, caboose train
- Train Pull
- Dinner on the Diner
  (Dine while riding the train)
- Model train show
- Model train lay-out
- New this year:
  NC Rail Heritage Slide Show
  (Friday night only)
- Many More Events

Admission: $7 ($5 with this ad)
(photocopy for additional discount tickets);

Children 6 and under free.

Call Toll Free
1-877-NCTM-FUN
1-704-636-2889

North Carolina Transportation
Museum Foundation
PO Box 44
Spencer, NC
28159

nctrans.org

NORTH CAROLINA
TRANSPORTATION
MUSEUM FOUNDATION

Was No.1 the best?

EACH RAILROAD had a top of the line passenger train. It offered the best accommodations and the best dining car service; it was the first to get new equipment (and a nice matched set of equipment it was, ending with an observation car and with nary an express boxcar in the consist); it symbolized the railroad. The names spring easily to mind, even 30 years after Amtrak: *Super Chief, Panama Limited, Capitol Limited, 20th Century Limited.*

What didn't those trains have? The number 1. The *Super Chief* was 17 and 18; both the *Panama* and the *Capitol* were 5 and 6; the *Century* was 25 and 26. On the Santa Fe, No.1 belonged to the *San Francisco Chief,* a train established in 1954. The *Scout* ("For economy travel West") had carried numbers 1 and 2 for years, then the *Centennial State* inherited them briefly. Illinois Central No.1 was the *City of New Orleans,* a streamliner. Even if it was a coach streamliner, it had a song written about it, which is more than the *Panama* could boast. Baltimore & Ohio No.1 was the *National Limited,* top train on the Washington-St. Louis run, but by no stretch of the imagination did it have a matched set of streamlined equipment. Come to think of it, neither did the *Capitol,* but the *Capitol's* virtues outweighed the rebuilt heavyweights and the diversity of stainless-steel sheathing. New York Central No.1 was the *Pacemaker,* a New York-Chicago coach streamliner that disappeared little by little in the 1950s.

On other railroads, the top train was No.1 (the return trip was usually No.2). Consider Chesapeake & Ohio's *George Washington;* Katy and Frisco's *Texas Special;* Missouri Pacific's *Texas Eagle;* Southern Pacific's *Sunset Limited.* There might be some argument here, but the *Sunset* covered more of the SP than any other name train, and SP was the Sunset Route. It's just that when the *Sunset Limited* fell from favor, it fell a long way.

What about the Burlington? Many would consider the *California Zephyr* (17 and 18) the Q's best train, but that was a joint operation with the Rio Grande and the Western Pacific (on which it was also 17 and 18). The top all-Burlington train was the *Denver Zephyr,* trains 1 and, quite surprisingly, 10.

Until the early 1950s, Great Northern's *Empire Builder* and Northern Pacific's *North Coast Limited* were Nos.1 and 2 on their respective railroads. After that, the *Builder* became 31 and 32 and the *North Coast,* with an accelerated schedule, became 25 and 26. NP's secondary train inherited the *North Coast's* old schedule and numbers, and was christened the *Mainstreeter* (NP's slogan was "Main Street of the Northwest").

In September 1951 Canadian Pacific's top train, the *Dominion,* had four pairs of numbers: 3 and 4, 5 and 6, 7 and 8, and 9 and 10. The *Dominion* consisted of two trains each out of Montreal and Toronto for Sudbury, three trains from Sudbury to Winnipeg, and two from Winnipeg to Vancouver, one of which picked up the cars of Soo Line's *Dominion* at Moose Jaw. CPR Nos.1 and 2 were nameless Montreal-Vancouver trains that, to judge by the equipment listing in the *Official Guide,* picked up or set out a sleeper or parlor car or diner or tourist sleeper or colonist car every time the sun rose or set on its four day, five night trip. That changed in 1951, when the Budd-built *Canadian* gave numbers 1 and 2 the train they deserved. Canadian National had at least three pairs of trains numbered 1 and 2: the Montreal-Vancouver *Continental Limited;* the Halifax-Montreal *Maritime Express;* and the St. John's-Port aux Basques *Caribou.*

Some railroads didn't have a train 1. They might have had at one time, but by the mid-1950s or early 1960s, discontinuances and consolidations had eliminated No.1 from many timetables. In 1957 neither the New Haven nor the Lackawanna had a train 1, although both had a train 2. Others without a train 1 included Lehigh Valley, Monon, Union Pacific, Minneapolis & St. Louis, Chicago Great Western and Western Maryland. Toward the end of their passenger-carrying days, many railroads got down to a single pair of trains, usually not numbered 1 and 2. Monon's last train, the Chicago-Louisville *Thoroughbred,* was 5 and 6; Western Pacific's *California Zephyr* was 17 and 18; and Clinchfield's triweekly train between Spartanburg and Elkhorn City was 37 and 38.

Surviving trains didn't move down to the lowest remaining numbers. It wasn't a matter of retiring numbers like they do for football players; it was a matter of a number being tied to a schedule. To create a fictitious example, the 5:00 train from Boston was No.7. It remained No.7 even if the departure time varied half an hour one way or the other. It wasn't a matter of logic; trains 15 and 11, added to the timetable later, left earlier in the day. Nor was it a matter of the name, which progressed from *Boston, Troy and Saratoga Vestibule Express* (Electrically Lighted) through *Berkshire Flyer* to *Hoosac* and, finally, *Westerner* (the last referring to sleeping cars bound for points west of the Hudson River).

What's No.1 on the rails today? Amtrak No.1 is the triweekly *Sunset Limited* from Orlando, Florida, to Los Angeles. At 2768 miles, it's Amtrak's longest run, but it's not No.1 in Amtrak's heart. It's trains 1 and 2 because Amtrak instituted a numbering system in which the single-digit numbers were assigned to transcontinental trains, starting with the southernmost and working north. There's another railroad tradition: "Transcontinental" means running from Chicago, or the Mississippi River, or Omaha — or maybe even Salt Lake City — to the Pacific coast. Via's train 1 is the triweekly *Canadian* from Toronto to Vancouver. The world's champion long-distance train 1, though, is the *Rossiya,* which takes seven nights to cover its 5779-mile route across Russia.

Paradise lost

EVERY NOW AND THEN it happens — one of those moments each editor dreads. I was feeling pretty good about my article on the grain elevators of Saskatchewan (January 2001 R&R), and the reaction had been pretty positive. I decided to elaborate more on the trip in MARKERS in February, relating how I went out west with my father and brother and even ran a photo of the three of us taken by Bruce Kelly in Paradise, Washington. Then it happened.

It started with a phone call from Kelly. "So, are you taking a lot of ribbing about your trip to 'Washington' Rail Link?" he asked. Totally clueless, I replied, "huh?" He elaborated, "According to MARKERS last month, we were in Paradise, Washington." That's when it hit me — Paradise is in Montana. Shortly thereafter, the mail started to roll in, pointing out that I had also placed St. Regis in the wrong state. (Editor's note/excuse: The MRL day was the only one where I didn't do the driving — we took Kelly's Blazer for better ground clearance into some of the semaphore locations, and after six days on the road I spent most of the trip out and back snoozing. Had I been driving, it probably would have stuck in my head better that we were in Montana. I was awake enough to notice that we were shooting *Montana* Rail Link, however.)

So, let's go to the mailbag. Probably my favorite came from Gayle Christen of Spokane, Washington, who wrote: "Reading the February 2001 issue of R&R I noticed that you mention St. Regis, Washington, and Paradise, Washington. I know where St. Regis, Montana, and Paradise, Montana, are for sure, but I have never heard of any location in Washington with either of those names. Could you publish a map showing those locations in the state of Washington?" Hmm . . .

Michael Morris of Missoula, Montana, wrote, "There may have been a carload of mail regarding Steve Barry's reference to Paradise, Washington. But how many more caught the more honest mistake of calling the Inland Northwest the 'Pacific Northwest?' Paradise, Montana, and north Idaho are hundreds of miles from the Pacific Ocean." Bruce Kelly has been hammering on us about this for a couple of years now, ever since we called him a resident of the Pacific Northwest (he lives near Couer d'Alene, Idaho). I guess us east coasters have a difficult time grasping the size of the western states. Back here, for instance, Pittsburgh is located in Pennsylvania and I don't think anyone would argue (too much) that all of Pennsylvania is in the Middle Atlantic (Pittsburgh is probably too far east to be classified in the Ohio Valley). So it's easy for us folks from the east to lump a block of states together and call it the "Pacific Northwest" (if we'd just call it the "Northwest" we might get away with it). I think almost any east coast native would classify all of Oregon and Washington (and probably Idaho) as the Pacific Northwest. Anyhow, in the future we'll try to call the Inland Northwest (or Inland Empire) by its rightful name.

Still commenting on the February MARKERS piece, Mr. Morris continued: "Al Burns isn't an obscure MRL crewman. He's a crack engineer who came over from the Milwaukee Road. His photography graces the MRL offices as well as CTC Board magazine (where he is also the MRL news editor). A couple of years ago he organized the Northern Pacific Historical Society convention in Missoula." It wasn't my intent to call Mr. Burns "obscure." I had simply not run across his name before (or if I did, it didn't stick). Anyhow, I'm glad I had the chance to meet Al, and I am now on the lookout for his photography.

Other tidbits — one reader pointed out that in a photo caption in the Saskatchewan story I called a potash train a "potlatch" train and correctly deduced that I got the train and the large mill in Lewiston, Idaho, confused (I checked the map — Lewiston is, indeed, in Idaho). Confusing potash and potlach was just a case of sensory overload from a twelve-day trip where almost everything was new territory. Sometimes when you write something, you know it's right (until someone points out that it's wrong). Overall, most folks liked the grain elevator story (one reader even asked if we'd follow it up with stories on roundhouses, coaling towers and other structures), although one reader commented that instead of reading about the elevators he would have much rather the story told him what kind of motive power is used in Saskatchewan, the length of the trains and other information more directly perinent to railroad operations.

Photography discussion on-line

Have you ever had a question about cameras that you wished you could ask a field of experts about? How about scanners (either kind — for monitoring trains or for digital photography work)? Or maybe you have a question about a particular railfanning location. No matter what the topic, if it relates to railroad photography in any way you can discuss it in the *railfanphoto* forum on the Internet. Many top photographers are already a part of this discussion group, and the questions have covered a wide range of topics from the latest Fuji films to submitting photos for publication.

Railfanning is

Stopping and looking both ways before driving across an abandoned right of way

DAVID LEONARD

Photos of tourist railroads, main lines and more

Railroad Photography by Steve Barry

Daylight IMAGES

Prints, cards, calendars & more

www.daylightimages.com

RBH
Raritan Bay Hobbies
P.O. Box 4231
Metuchen, N.J. 08840
732-494-2932
Fax 732-548-0193

BOOK LISTING

Along The ET&WNC Vol. 1 Early Locos	23.95
B&M City & Shore	63.95
B&M Forest & River	63.95
B&M Three Decades of RRing	47.95
B&O In The Potomac Valley	15.95
B&O Steam In Color	38.95
CN Color Guide Vol. 2 (Due 3-01)	38.95
C&EI In Color	38.95
Cape Fear & Yadkin Valley Ry	19.95
Century Of Pass. Service - DRGW (Due 3-01)	31.95
Century + 10 DRGW NG Fgt. Cars	23.95
Central Vermont In Color	38.95
Colorado Rail Annual #24	39.95
D&H Steam In Color	38.95
DT&I In Color (Due 4-01)	38.95
Dragon Steel	37.95
Dutch Country Trolleys	12.45
Everett & Monte Cristo Ry.	33.95
GN In The Pacific Northwest	15.95
In The Traces	39.95
Jersey Central Steam In Color	38.95
Lawndale Ry. & Industrial Co.	19.95
Lewistown & the PRR	23.95
Michigan Central In Color (Due 3-01)	38.95
NdeM In Color	38.95
NY Harbor Railroads In Color	38.95
NYC Color Pictorial Vol. 1	37.95
Pass. Car Library Vol. 3 GN, NP, RI	31.95
Passenger Alco's In Color	38.95
Passenger Cars Of New England Vol. 1 Boston & Maine Vol. 2 Bangor & Aroostook and Maine Central Vol. 3 Central Vermont and Rutland	(Each) 10.95
PRR Black Gold/Diamond Vol.1or 2	(Each) 39.95
PRR Color Pictorial Vol. 1 or 2	(Each) 37.95
Railroads Of the Pine Tree State Vol. 2	37.95
Railway Prototype Cyclopedia Vol. 1-5	(Each) 16.45
RF&P Passenger Service 1935-1975	21.45
RGS Story - Vol. 1, 3-8	(Each) 55.45
Rio Grande's LaVita Pass Route	39.95
Rites Of Passage	29.95
Santa Fe Steam Pictorial 4-8-2	15.95
Sterling, CO. Crossroads Of Praire	38.95
SP Historic Diesels Vol. 7 Geeps	19.95
SP Passenger Trains Vol. 2	56.95
SP Steam Pictorial Vol. 15 2-8-8-2	19.95
Topeka Rails	12.45
Trackside Along The B&O '57-'58	38.95
Trackside Around Philadelphia	38.95
Trackside Boston '42-'62	38.95
Trackside On The PRR - North of DC	38.95
Trackside St. Louis	38.95
Trackside Under PRR Wires	38.95
Triumph I, II, or III	(Each) 51.95
Ulster & Delaware	39.95
Union Railroad In Color (Due 4-01)	38.95
UP Turbines (Due 2001)	39.95
WP Color Pictorial Vol. 1 (Due 3-01)	37.95

e-mail: RBHobbies@ AOL.COM
web site: raritanbayhobbies.com

100's more titles available

Shipping on U.S. orders add $4.50 for the first title, $1.00 for each additional title up to a maximum of $7.50 per shipment. For UPS ground service add $1.50 per shipment. Air service available at cost. Foreign orders welcome, postage at cost. NJ residents add 6% sales tax. FAX/Phone orders accepted with full credit card information. Prices supersede prior prices.

SUBSCRIBE TODAY! and enjoy!

Join the railfans who subscribe and enjoy every issue of RAILFAN & RAILROAD. We look at the rail hobby the same way you do and have the finest authors in the field to share their individual perspectives on the railroading of today, yesterday and tomorrow - all from the varied viewpoints of involved hobbyists. Subscribing saves you money and guarantees you won't miss a single issue. Join us.

"YOU CAN CHARGE YOUR SUBSCRIPTION ON A CREDIT CARD!"

CALL TOLL FREE: 1-800-474-6995
OR FAX US AT: 1-973-383-4064

RAILFAN & RAILROAD
Subscription Dept. 1429,
P.O. Box 700,
Newton, N.J. 07860-0700

TO SUBSCRIBE, Mail this form with the following information:
❑ New Subscription
❑ Renew Subscription

U.S.A. Subscription Rates:
❑ 1 Year $29.95 ❑ 2 Years $57.00
❑ 3 Years $82.50
CANADA: ❑ 1 Year $37.95
❑ 2 Years $73.00 ❑ 3 Years $106.50
FOREIGN: ❑ 1 Year $39.95
❑ 2 Years $77.00 ❑ 3 Years $112.50
(Includes NJ sales tax & Canadian G.S.T.)

Name _____
Street _____
City, State, Zip _____
Ex. Date ___/___
Payment by: ❑ Check ❑ Money Order
❑ AmEx ❑ Optima ❑ MasterCard ❑ VISA
Card Number _____
Signature _____

To sign up for the Railfan group, simply go to www.egroups.com and in the search box type in *railfanphoto* and follow the instructions to subscribe. As a message is posted you will receive it in your e-mail. If you don't want individual messages you can sign up for a daily "digest" with all that day's messages included in one e-mail. Or you can simply choose to view the messages on-line, with no e-mail delivery. Sign up today and join the discussion.

The runby with no cameras

The short story on Carl Franz's Western Maryland Scenic charter (**page 20**) reminded me of an incident that occurred during another of Carl's charters, this one in October 2000. After a busy day with many, many runbys we stopped for the final photo opportunity of the day in the Cumberland Narrows west of Cumberland, Maryland. That final runby was spectacular, with a magnificent plume of smoke hanging over the train. As the train came to a stop beyond the photo line, someone commented that it should be done again. Another person agreed, but added, "Let's just watch, though." Carl radioed the crew to back the freight for one more runby, and about 30 serious photographers put their cameras away and simply *watched* as 2-8-0 734 thundered past one more time. Many sat on the ground to experience the shake that a working steam locomotive can create. Sometimes we get so caught up in the photography that we forget to enjoy what it's *really* all about. Thanks for the reminder, Carl.

Steve

SWITCH LIST

CLASSIFIED ADVERTISING: 70 cents per word, minimum order $8.40. Count all initials, abbreviations (COD, SASE, PO, 8mm, 5 x 7, it's, etc.), numbers and address components as one word. Fourth consecutive insertion of same ad free upon request. Classified ads are payable in advance, and payment must accompany ad copy. Ads will be placed in category deemed most appropriate; requested categories will be considered. Ads using a PO Box number must supply a street address for our records. Classified ads are noncommissionable. CLOSING DATE: 10th of month three months preceding date of issue, i.e. Feb. 10 for May issue. Send all classified ads to: RAILFAN & RAILROAD, CLASSIFIED AD DEPT., PO Box 700, Newton, NJ 07860-0700. Ads sent to other departments may be delayed or lost. All ads are subject to the approval of the publisher. Ads are set in standard 6 point type with first word capitalized. Large type bold face classified ads are available at $1.67 per word, minimum $20.04.

BLACK AND WHITE hardbound Books by Wesley Fox. Modern subjects - SP-UP-BN-ATSF in the West. www.foxpublications.com or brochure from: Fox Publicatioins, PO Box 740655, Arvada, CO 80006-0655. 701

WILL THE NARROW GAUGE RETURN TO COLORADO? Read the entertaining and provocative book SMARTrans concerning a future 200+mile meter-gauge railway to Colorado's mountains!.."creativity"...(former Governor Romer)..."implementable"...(Vice Chairman Anschutz, UPRR); ..."fascinating"...(Governor Owens). $16.95 plus $3.00 S&H to: Pathway Book Service, 4 White Brook Road, Gilsum, NH 03448. 800-345-6665. pbs@pathwaybook.com 401

ALTAMONT PRESS announces the release of Mountain Plains Region Timetable #4. This edition covers all major railroad lines in Nebraska, Wyoming and Montana, including shortlines, with merger updates, revised symbols and complete new roster. Price is $18.00 plus $1.75 for shipping. Altamont Press, PO Box 754-R, Modesto, CA 95353-0754. Accepts bankcards. www.altamontpress.com 401

AVAILABLE - Union Pacific Cheyenne West-Part 2 By Wesley Fox UP lines west of Ogden, UT to California and the Pacific Northwest. B/W, 144 pages, Hardbound. $46.95 postpaid from Fox Publications, PO Box 740655, Arvada, CA 80006. www.foxpublications.com 302

CATALOG OF NEW JERSEY steam, diesel, trolley books. Send 2 stamps to: Pines East Publishing, 701 Kingsland Ave., Ridgefield, NJ 07657. 601

30 YEARS ON MARIAS PASS - 28 page, 60 full color photo booklet featuring images from thirty years railroading Whitefish to Browning, includes 24" x 8.5" color foldout The Railfan's Essential Photographic Guide to Marias Pass, highlighting track profile, trackside location guide, photo-ops and more! $12.95 postpaid. Dale Jones Photography, PO Box 1835, Kalispell, MT 59903-1835 701

FOR SALE

EXTEND YOUR REACH over 4 feet with "Get-to-it" powerful pick-up tongs, positive grip, nonslip rubber disk ends. Excellent for all gauges. $14.95 shipping included. John C. Magnotti, 34 Sea Foam St., Staten Island, NY 10306. 718-979-8465 401

EXTENDED vision cabooses. Interchange ready. Transport and set-up available. 641-472-2020, caboose@kdsi.net www.railmerchants.net 701

MISCELLANEOUS

STEAM LOCOMOTIVES
www.goodheartvideo.com **501JE**

RAILROAD ART

TED ROSE WATERCOLORS - Classic and contemporary subjects available. Contact: Ted Rose, PO Box 266, Santa Fe, NM 87504. 505-983-9481. 1202TF

RAILROADIANA

TIMETABLES: Employee and public, annual passes, brochures, Official Guides and other railroad paper. Six catalogs issued yearly. Drop us a line and we'll add you to our mailing list. We also buy collections. Roundhouse Hobbies-RF, PO Box 4001, Stockton, CA 95204. 701

ATCHES - List, sample patch $2.00. The Patch King, PO Box145, York Harbor, ME 03911. 601

RAILROAD PHOTOS & SLIDES

25,000 DIFFERENT train depots for sale. Send $1.00 for list of your state. Roberts Niesz, 1715 B. Ave. N.E., Cedar Rapids, IA 52402. 501

NEW! List of freight cars with over 350 in slides or color prints dated from late 60's to the present. Our inventory consists of over 21,000 railroad subjects of all major railroads, shortlines, cabooses, etc. Send for our 12 page list $2.00 ($3.00 overseas) and free 5"x7" photo. Rail Photos Unlimited, PO Box 2306 Joliet, IL 60434-2306. Visit our Web Site at:www.rpunlimted.com 901

www.trainslides.com is and auction site. See all slides before you bid. 1001

RAILROAD SOUNDS

CLASS STEAM audio available again! Experience unique sounding articulated N&W #1218. Six different hour cassette recordings, $9.99 each, two for $19.00. MenkelSounds, Box 195R, Rutherford, NJ 07070-1951. 701

RAILROAD TOURS

MEXICO'S COPPER CANYON spectacular rail fan trips. S&S Tours/800-499-5685; ss@ss-tours.com http://www.ss-tours.com 301

Railfan & Railroad Advertising Index for April 2001

A

A&R Productions 24
Art Station 62

B

B.R.M.N.A. 10
Barnard, Roberts & Co. 21,22
Blue Bonnet Inn Bed & Breakfast 60
The Book Depot 52,53

C

D. Carlton Railbooks 58
Carstens Publications 54,55,57,62
Catenary Video Productions 56
Central Electric Railfans' Association 15
Colorado Railroad Museum 22

D

DPA-LTA Enterprises, Inc. 11,22
Daylight Images 63
The Depot Attic 11
The Depot Attic at Strasburg 22
George H. Drury 24

E

Electro Video 10

F

Four Ways West 11

G

G. Train Video Productions ..... Cover IV
Golden Spike Enterprises 10
Grand Scales Quarterly 55
Green Frog Productions 5
L.V. Grogan 16

H

Herron Rail Services 20
Hi-Iron Railroad Videos 18
Highball Productions 13

I

Illinois Railway Museum 60

L

L.M.T. Video 24
Carleton F. Loucks 18

M

Mark I Video 10
Edgar T. Mead 10
Morning Sun Books 56
Museum & Tourist Line Directory 60

N

Napa Valley Wine Train 60
National Railway Historical Society 58
North Carolina Transportation Museum Foundation 62

P

Plets Express 12

R

Railcom 18
Railfan & Railroad 64
Railroad Avenue Enterprises 14
Railroad Research Publications 25
Rails 'N' Shafts 17
Raritan Bay Hobbies 63
Revelation Audio-Visual 16
Ben Rohrbeck 58
Ron's Books ..... Cover III

S

Schrader Enterprises 11
Seashore Trolley Museum 59
Sundance Publications 57

T

TLC Publishing 19
TRP 23
Trackside Prints 12
Trackside Video 15
Trainfans.com ..... Cover II
Trains Unlimited, Tours 25
TrainWeb 57
Transit Gloria Mundi 59
The Tunnel Inn 60

BALTIC COUNTRIES: Estonia, Latvia, and Lithuania: September 1-10, 2001. Repeat of our 2000 rail tour studying 1520mm, 750mm and 600mm railways. Common carriers, industrials and museums. English-speaking guide. With official cooperation and technical information providing a unique opportunity to learn about Soviet-built equipment and facilities. Participation in Latvian Railways' Narrow Gauge Railway Festival. Excursions and country fairs. Sightsee Riga on its 800th anniversary year. Write Peter Bergs, PO Box 579, Kimberton, PA 19442, E-Mail: p.bergs@gte.net or check our tour pages at http://www.redstarrailways.com 401

RAILROAD VIDEOS

FREE CATALOG of affordable railroad videos! www.TRAINS Web Site.com EMPAC, Box 1727, Sterling, CO 80751. 501

AL-CO Video Rental. The best in railroad video rental. Write today for free details. 3050 Edgewood Street, Portage, IN 46368. 601

LOW COUNTRY RAIL VIDEO CSX and NS in the southeast. New 2 hour tapes $28.95 post paid. Any two tapes $39.95. Call or write for free list. LowCountry Rail Video, PO Box 942, Hardeeville, SC 29927. 843-784-6991 501

STEAM WITH FREIGHT and SPEEDING STEAM. A sustained shower of superlative super-power steam sounds and sights. A documentary collection featuring: #765(2765); #611; #1218; #261(1661); #4501; #614; + more. Videotaped at action filled locations, 1989-1998. Digitally mastered, two hours - VHS, $17.65 postpaid. MenkelSounds, Box 195R, Rutherford, NJ 07070. 501

VIDEO LIQUIDATION- Midwest Video Productions, no longer in business, at superb prices. Dealers Welcome, LSASE to: GDH-MVP, Box 7847, Westchester, IL 60154-7874 or email to: greendiamond@msn.com 401NEW: CLIMB INTO ENGINEER'S seat for real live run over Marias Pass. Amtrak's 364 & 406. Stops at East Glacier, Essex Mt. actual run with all engine/radio sounds. Dispatcher to trains, Helpers, Train crews to Engineer, Hotbox directors. Specify summer or winter trip $19.95 ppd. Wreck: Northern Pacific North Coast Limited #26 on Evaro Hill. Two freight train wrecks, 250 ton brown hoist picking up cars, $9.95 ppd. Engineer David Sickels, 562 5th Ave. So., Shelby, MT 59474. 501

Sell and Buy Things Fast
In The Classifieds!

CONNECTICUT COMPANY'S STREETCARS

Years have passed since yellow Connecticut Company trolleys criss-crossed the State of Connecticut with its roster of unusual wooden cars and assorted double truck open cars made famous for their trips to Yale football games packed with riders. Ownership in the Connecticut system lay in the New Haven Railroad. When the New Haven went bankrupt the trolley operation fell on hard times. Today the Connecticut Company remains alive on the Branford Electric Railway Museum as well as at the operating trolley museums at Warehouse Point and Kennebunkport.Now a comprehensive book on the Connecticut Company's Streetcars has been written by Frederick Kramer, with Ed Wadhams. In addition to a brief history, there are over 150 photos, maps and illustrations of the renowned system.

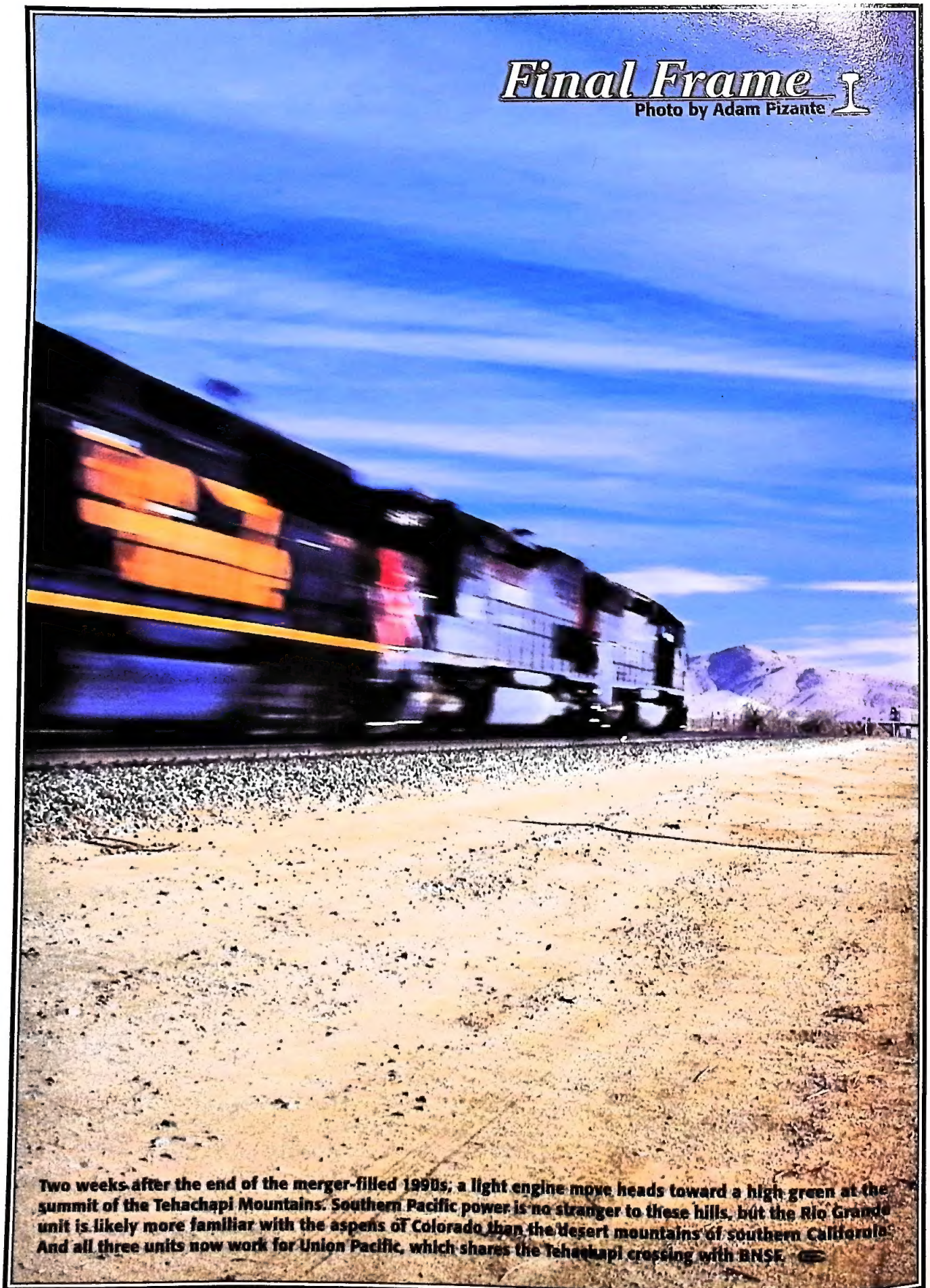
DELUXE HARDBND (C00083)...$26.95
PAPER BND (C00082)...$21.95

S&H in US $5.00 per book, Canada add $9.00, Foreign add $11.00. NJ residents add 6% sales tax, Canadians add 7% G.S.T. Payable in US funds. Please allow 4-6 weeks for delivery. Prices and availability subject to change.

Carstens Publications, Inc. **TO ORDER CALL 1-800-474-6995**

Final Frame

Photo by Adam Pizante



Two weeks after the end of the merger-filled 1990s, a light engine move heads toward a high green at the summit of the Tehachapi Mountains. Southern Pacific power is no stranger to these hills, but the Rio Grande unit is likely more familiar with the aspens of Colorado than the desert mountains of southern California. And all three units now work for Union Pacific, which shares the Tehachapi crossing with BNSF.

email us at: ronsbooks@aol.com
www.ronsbooks.com now fully functional with secure server!

Ron's Books

P.O. BOX 714, HARRISON, NY 10528
(914)967-7541 11AM to 10PM EST; FAX (914)967-7492 24HR

VISA · MasterCard · AMERICAN EXPRESS · DISCOVER

YOUR ONE STOP BOOK AND VIDEO SHOP

Discount Prices & Never a Shipping Charge within the U.S.

Special Offer -While Supplies Last!

A History of Baltimore Streetcars 25.00
Greenberg Guide to Varney Trains (Spanagel) .25.00
Nickel Plate Story (Rehor) 44.00
Pass. Cars of New England Vols 1,2 and 3 All For 38.00
Pullman Selected Heavyweight Cars 30.00
Southern Pacific Blue Streak Merchandise .24.00
Trackside Maryland 29.00
Union Pacific Business Cars (Barger) 29.00

Alaska /Yukon Railroads 40.00
Altoona Action: PRR, PC, CR Horseshoe Curve .40.50
American Car & Foundry 64.00
An American Journey - Images During the Depression 32.00
Atlantic Coast Line-Pass.Service-Postwar Yrs 25.00
Atlantic Coast Line Railway-Ships (Prince) 45.00
Baltimore & Ohio Ry in the Potomac Valley ..18.00
Birmingham Southern Railway 38.00
Boston & Maine City & Shore 72.00
Budd Passenger Cars Vol 2 New York Central .36.00
Budd Pass. Cars Vol 3-GN, NP, CP, RI, KCS, RG .36.00
Burlington Northern SF Annual 1999 (Delgrosso)36.00
Cabooses of the Santa Fe Railway 43.00
A Century & Ten of D&RGW Narrow Gauge Freight Cars 1871-1981 .....27.00
Charleston & Wstrn Carolina Ry. Album (Langley) 21.00
Chessie System Cumberland Action 36.00
Chicago & North Western Sys. Pass. Service 25.00
Cincinnati Union Terminal 48.00
Civil War Railroads (Abdill) 34.00
Classic Steam Trains of the South 25.00
Cleveland Transit Years/When CMnd had a Subway .16.00
Colorado Rail Annual #24 .....45.00
Conquering the Appalachians (W. Md.) ..48.00
Contemporary Diesel Spotters Guide (Marre) .22.50
Critters, Dinkys & Centercabs 26.00
CSX Keystone Subdivision on Sand Patch Grade 44.50
Delaware Lackawanna & Western-19th Century .55.00
Del., Lack. & Western in the 20th Century V1 (Taber) 45.00
Del., Lack. & Western in the 20th Century V2 (Taber) 55.00
Digital Command Control 18.00
Digitrax Big Book of DCC 23.00
Diesels of the Union Pacific 1934-1982 Vol 1 40.50
Dragon Steel Alcos - All Color 45.00
Dutch Country Trolleys 15.00
Electric Railways Around San Francisco Bay V2 .23.00
Everett & Monte Cristo Railway 39.00
Fonda, Johnson & Gloversville Railroad ..16.00
Freight Terminals & Trains (Droege) S/C ..40.00
Good Things to Eat - Pullman Cookbook ..18.00
Great Northern Equip. Color Pictorial Vol. 3 ..45.00
Great Northern Railway in Pacific NW 18.00
Greyhound Bus 27.00
History of Reedley's Railroads 1888-2000 .26.00
History of the Sunset Railway (SP & SF) ..40.00
Illus. Encyc. of RR Lighting V2 RR Signal Lamp .63.00
In Quest of Maine Narrow Gauge 30.00
In the Traces - RR Paintings of Ted Rose .45.00
Iowa Railroads S/C 23.00; H/C 40.50
Jersey Central Steam in Color (Pennypacker) 44.00
Lakeside & Marblehead Railroad 36.00
Landmarks on the Iron Road 36.00
Lewistown and the Pennsylvania Railroad .27.00
Locomotive Cyclopedia ..... H/C 54.00
Locomotive Terminals & Railroad Structures ...17.00
Louisville & Nashville Color Guide Frt & Pass ...44.00

Oldies But Goodies - Limited Quantities

Basic Steam Locomotive Maintenance ...33.00
Denver & New Orleans (Jones) 40.50
HOn30 Locomotive Handbook 27.50
Manhattan Gateway-Penn Station (Middleton)40.00
Santa Fe Annual 1993-1994 .....24.00
Santa Fe Painting & Lettering Guide 24.00
Story of the Stewartstown Railroad 19.00
This Train Is Bound for Glory 45.00

"WHAT'S NEW?"

The American Freight Train 32.50
Atlanta Birmingham & Coast 33.00
Baltimore & Ohio Steam in Color 44.00
Black Gold Black Diamonds Vol 2 .....45.00
BNSF 2000-2001 Loco & Bus. Car Review ..33.00
Boston & Maine - Forest, River Mountain .72.00
Canadian Nat. Color Guide to Frt. & Pass. V2 44.00
Chesapeake & Ohio Pass. Cars in Color ..30.00
Chicago & Eastern Illinois in Color 44.00
Classic American RR Terminals (Rutherford) 32.50
Delaware & Hudson Steam in Color 44.00
Detroit Toledo & Ironton in Color 44.00
GM's Geeps - General Purpose Diesel 18.25
Houston North Shore 36.00
Lake Shore Electric Railway 54.00
Lawndale Railway & Industrial Company ..23.00
Louisville & Nashville RR 1850-1963 (Herr) .32.50
Louisville & Nashville Steam Locos (Prince) .54.00
The Magor Car Company (Kaminski) 51.25
Michigan Central Trackside with Emery Gulash .44.00
Mil. Road Depots 1856-1954 Photo Archive .27.50
Missouri Pacific Lines - Frt. Train Services & Equip26.00
Nashville, Chattanooga & St. Louis Ry (Prince) .55.00
New York Central Color Pictorial Vol 1 ...45.00
New York Harbor Railroads in Color (Flagg)44.00
Pacific Fruit Express (Church) - back in print ...67.50
The PRR at Bay-Terre Haute & Indianapolis Ry .37.00
PRR Triumph III - Philadelphia Terminal ..58.50
Rail Lines of Northern New England 22.25
Railroads of the Pine Tree State Vol 2 ....45.00
Railroad Shutterbug 25.00
Railway Prototype Cyclopedia Vol 5 .....19.00
Rio Grande's La Veta Pass Route 45.00
Rites of Passage 35.00
Santa Fe Northern 4-8-2 Pictorial Vol. 52 .18.00
Southern Pacific Historic Diesels Vol 7 ...23.00
SP Class MC/AC 2-8-8-2 Pictorial Vol. 15 .23.00
SP C-9 2-8-0 #2513-2599 Pictorial Vol 16 23.00
Starlight on the Rails 36.00
Steam's Camelot-Southern/NS Excursions 36.00
Sterling Colorado - Crossroads on the Prairie 45.00
Toledo, Port Clinton & Lakeside Railway ..23.25
Topeka Rails 15.25
Trackside on the PRR North of Washington DC .44.00
Trackside Under Pennsy Wires 44.00
Trains of Upper Midwest-Steam & Diesel 1950's-60's27.50
Union Railroad in Color-Steel Mills & Heavy Ind. 44.00
Western Pacific Color Pictorial Vol 1 .....45.00
World's Greatest Steam Locos-C&O,N&W,&UP .27.00

L&N Pass. Trains - Pan Amer. Era 1921-1971 ..31.00
Memories of East. Pennsylvania RRing (Bernet) 23.00
A Memory of Trains - The Boll Weevil & Others .23.00
Montana Rail Link Loco. & Rolling Stock 2000 .34.00
More Classic American Railroads 27.00
NEB&W Guide to Steam Era Kits Part A ...27.00
NEB&W Guide to Steam Era Kits Part B ...31.50
NEB&W Guide III 34.00
NEB&W Guide IV 27.00
NEB&W Guide to Scenery Structures & Details 45.00
NEB&W Update I Painting 18.00
NEB&W Update II 27.00
N de M in Color - Natl. Rys. of Mexico (Henson) 44.00
New Haven RR Streamline Pass. Fleet 1934-53 .26.00
New York Subway Cars R1 - R110 .....45.00
NYC Stations & Terminals 26.00
No Need to Ask (London Underground) ..26.00
Norfolk & Western Electrics 27.00
Norfolk & Western J Class 29.00
Norfolk & Western Pass. Service 1945-1971 .26.00
Northern Indiana Railway (CERA B132) ...49.50
Northern Pacific Pictorial Vol. 4 .....54.00
Northern Pacific Supersteam Era 50.00
150 Years of Model Trains 28.00
Pennsylvania Diesel Pict. V5 Fairbanks Morse 18.00
Pennsylvania Railroad Color Pictorial Vol. 1 ..45.00
Pennsylvania Railroad Color Pictorial Vol. 2 ..45.00
Pennsylvania RR Steel Open Hopper Cars .21.00
PRR Triumph 1 Altoona to Pitcairn 58.50
PRR Triumph II(Phila. to Harrisburg 1828-1998) 58.50
Queen of the Sea Routes - Merchants & Miners Trans. Co. Baltimore Frt & Pass.-(Nautical) .34.00
Railroad Atlas of No. America: The Northeast (Revised); or New England & Maritime Canada ....each 23.00
Railroad Atlas of North America- CA&NV; GLW; PNW; GLE; CO&UT; AZ&NM; Appl. & Pied.; South.East: Mountains & Plains ..each 22.00
Railroad Ferries of the Hudson H/C...31.50 S/C .18.00
Rails to the Blue Ridge (Harwood) 18.00
Rails to Gold & Silver 21.00
Railway Prototype Cyclopedia Vol 1-4 ..ea 19.00
Reading RR Station Pictorial V1,2,3 or 4 S/C .ea 27.00
Remembering Midwestern Alcos 29.00
RF&P Passenger Service 1955-1975 .....25.00
The RGS Story Vol 1, 3, 4, 5, 6, 7, or 8 .....ea 65.00
Rip Van Winkle - reprint 20.00
A Sampling of Penn Central (Taylor) 54.00
Santa Fe in the Lone Star State - Color V1 .45.00
Santa Fe Waycars (Priest) 54.00
Seaboard Air Line Ry-Steam Boat, Locos (Prince) 45.00
Show Trains of the 20th Century 27.00
Snowbound Streamliner (Signor) 45.00
Southern Railway Pictorial - Color (Ward) .21.00
Southern Pacific's Coast Line Pictorial 58.50
Southern Pacific Pass. Trains Vol 1-Night Trains .45.00
Southern Pacific Pass. Trains Vol 2 - Day Trains .67.50
Southern Pacific's Shasta Route (Signor) .58.50
SP Pictorials Volumes 2 thru 13 ....each 23.00
To Stratford Under Steam (CNR) 38.00
Streamline Era 60.00
Subway Cars of the BMT 31.50
Tenshodo Book 1949-1999 (Color) 175.00
Trackside Around Boston 1942-62 w/ Lawson Hill 44.00
Trackside Around Chicago1957-65 w/ George Speir .44.00
Trackside Around Phila. 1946-1969 .....44.00
Trackside Around Scranton 1952-76 w/ E.S. Miller .44.00
Trackside St. Louis 1952-59 w/ Jim Ozment .44.00
Trailways Bus 27.00
Trains Across Continent (Daniels) H/C 36.00S/C 18.00
Trains of the Circus 1872-1956 Photo Archive .27.00
12 Historic NYC St. & Transit Maps (1847-1939)33.00
Two Feet to Togus 35.00
Ulster & Delaware (Reprint) 45.00
UP Cheyenne 160.00
Union Pacific Color History 20.00
West Side Pictorial 48.00
Working on the Western Maryland 31.50
Yet There Isn't a Train I Wouldn't Take (Middleton) 36.00

RON'S COLLECTOR'S CORNER

Canadian National Railway Story (Dorin) .. 50.00
Canadian Pacific Railway Story (Dorin) ... 45.00
Cent. Hist of PRR 1846-1946 (Burgess & Kennedy)100.00
Chicago & Northwestern Power (Dorin)... 85.00
Coach Trains & Travel (Dorin) 60.00
Commuter Railroads (Dorin) 40.00
Everywhere West The Burlington Route (Dorin) . 60.00
Growth & Dvlpmt. of PRR 1846-1926 (Schotter) 95.00
Milwaukee Road East (Dorin) 100.00
Milwaukee Road West (Wood) 90.00
NY Central Gone But Not Forgotten (Cavanaugh)110.00
Nicholas Morant's Canadian Pacific 100.00
Penn Station - Its Tunnels & Side Rodders 65.00
Rails in the North Woods (Allen)..... 50.00
Rails to Pittsburgh (Fiebelman)..... 85.00
Sherman Hill (Ehernberger)..... 60.00
Spokane, Portland & Seattle (Wood)..... 50.00
Steam in the Redwoods (Carranco)..... 50.00
The Northern Pacific (Wood)..... 60.00
The Soo Line (Dorin) 75.00
The Tragic Train (DeNevi) 55.00
Western Pacific (DeNevi) 75.00

Send $2.00 for latest list. All orders must be paid in U.S. funds. NY residents please add correct sales tax. Print your name, address and phone number. Credit card users add card number and expiration date. Allow 4 weeks for delivery. For delivery outside of USA please add $8.00 for the first book and $3.00 for each additional book. Credit card users will be charged at cost. Make checks payable to Ron's Books. Only inquiries which include a SASE will be answered. Prices subject to change.

WE BUY COLLECTIONS

GTVP

Solid Mainline Railroad Action

G. TRAIN VIDEO PRODUCTIONS

3 NEW RELEASES!

CANADIAN NATIONAL TRANSCONTINENTAL MAINLINE

NEW!

THE BALA SUB

Starting at Capreol, Some of the locations along the way: Coniston, Ardbeg, Waubamik, Parry Sound, Dock Siding, Washago, Pefferlaw to Richmond Hill. Over 200 miles of fast paced freight action, meets, etc., through rugged, rural Ontario. Passenger Trains 1 & 2, *The Canadian* with VIA's Kool Aid Unit. The ONR's *Northlander*, 697-698 with FP7A and F7B units. The American Orient Express. Other power seen include CP, SOO Line, AMTRAK, ONR, and GEC Alsthom. Narrated. 100 minutes. CNBL 024

NORFOLK SOUTHERN IN OHIO

NEW!

THE COLUMBUS & SANDUSKY DISTRICTS

Starting at South Point all the way to Sandusky. Just to name a few locations: Portsmouth, Circleville, Cook Road, Marion, Chatfield, Attica Junction and Bellevue.

- **Great lashups - NS, UP, CSX, CP, CR, FURX**
- **Meets and Trains overtaking Trains**
- **250 miles of *Non Stop Action***
- **Over 100 Train movements**
- **Plus 4 Hassel Free Hotspots**

Narrated. 100 minutes. NSCS 023

THE SOUTHERN TIER - *NOW* & *THEN*

NEW!

BUFFALO TO BINGHAMTON (200 MILES)

NOW: **Norfolk Southern, Canadian Pacific** (2000)
THEN: **Conrail, Canadian Pacific (D & H)** 1995

Through the lush valleys of the Canisteo, Chemung, and Susquehanna Rivers. Some places in route: Attica, Warsaw, Hornell, Addison, Elmira, Wellsburg, Waverly, and Owego. Some NOW, others THEN, some BOTH, all blended into sequence with a good mix of traffic and power. NS, CP, CR, D&H, Susie Q, SP. A well covered, fresh approach to this area. Narrated. Approx. 100 minutes. STNT 025

CHECK OUT THESE SPECIAL BONUS SAVINGS

* ***SPECIAL PRICES:*** In U.S. funds $33.95 each plus $5.00 S&H. US credit card customers will be charged the equivalent in Canadian Funds, $45.95 each + $6.50 S&H Canadian Orders add 7% GST(Ontario Orders Add 8% PST)

* ***EXTRA SPECIAL BONUS:*** Order 2 videos, ***FREE S&H.*** Prices good until May 31, 2001 only

* ***EXTRA EXTRA SPECIAL BONUS:*** Order 3 or more videos, ***FREE S&H*** *plus* ***5% discount.***

To order toll-free (800) 667-3510 24 hours a day or (905) 684-6410

Payable by VISA, MASTERCARD, MONEY ORDER or CHECK. VHS format. PAL slightly higher. Dealer enquires welcomed.

All Videos Full Color, Narrated, Mastered on DV 3 PRO, Natural Dolby HiFi Stereo Sound.

VISA

17 Maple St., St. Catharines, ON L2R 2A6 CANADA

MasterCard